

AVILA CIRCULATION STUDY

ED10-177 (245R12C123)

**MITIGATED NEGATIVE DECLARATION, NOTICE OF DETERMINATION, &
INITIAL STUDY**

October 27, 2011



COUNTY OF SAN LUIS OBISPO
DEPARTMENT OF PLANNING AND BUILDING
ENVIRONMENTAL & RESOURCE MANAGEMENT DIVISION

County File Number: ED10-177 (245R12C123)

SCH Number: _____

**COUNTY DEPARTMENT OF PUBLIC WORKS
AVILA CIRCULATION STUDY
COUNTY OF SAN LUIS OBISPO
MITIGATED NEGATIVE DECLARATION & INITIAL STUDY**

Abstract

The County of San Luis Obispo, Department of Public Works will update the Avila Circulation Study. The fee area includes Diablo Canyon Nuclear Power Plant, most of the See Canyon area, Avila Beach and Port San Luis, as well as the Squire Canyon and Baron Canyon areas on the east side of Highway 101. Projects planned to use the road fees are located in the town of Avila Beach and at the San Luis Bay Drive and Avila Beach Drive interchanges with Highway 101. The projects are within the: Agriculture, Commercial Retail, Industrial, Public Facilities, Recreation, Residential Multi-Family and Rural Lands land use categories in the San Luis Bay (Coastal and Inland) planning area, Third Supervisorial district.

Comments on this document should be sent to Eric Wier, County Department of Public Works, County Government Center, San Luis Obispo, CA 93408.

The following persons may be contacted for additional information concerning this document:

Eric Wier, Environmental Programs Division
or
Ryan Chapman, P.E., Project Manager
County Department of Public Works
County Government Center, Room 207
San Luis Obispo, CA 93408
(805) 781-5252

This proposed Mitigated Negative Declaration has been issued by:

10.18.2011
Date

Ellen Carroll
Ellen Carroll, Environmental Coordinator
County of San Luis Obispo

The project proponent, who agrees to implement the mitigation measures for the project, is:

10/20/11
Date

for Dave Flynn
Paavo Ogren, Director of Public Works
County of San Luis Obispo



Initial Study Summary – Environmental Checklist

SAN LUIS OBISPO COUNTY DEPARTMENT OF PLANNING AND BUILDING
 976 OSOS STREET • ROOM 200 • SAN LUIS OBISPO • CALIFORNIA 93408 • (805) 781-5600

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Project Title & No. County Public Works - Avila Circulation Study; ED10-177 (245R12C123)

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: The proposed project could have a "Potentially Significant Impact" for at least one of the environmental factors checked below. Please refer to the attached pages for discussion on mitigation measures or project revisions to either reduce these impacts to less than significant levels or require further study.

<input checked="" type="checkbox"/> Aesthetics	<input checked="" type="checkbox"/> Geology and Soils	<input type="checkbox"/> Recreation
<input checked="" type="checkbox"/> Agricultural Resources	<input checked="" type="checkbox"/> Hazards/Hazardous Materials	<input type="checkbox"/> Transportation/Circulation
<input checked="" type="checkbox"/> Air Quality	<input checked="" type="checkbox"/> Noise	<input type="checkbox"/> Wastewater
<input checked="" type="checkbox"/> Biological Resources	<input type="checkbox"/> Population/Housing	<input checked="" type="checkbox"/> Water
<input checked="" type="checkbox"/> Cultural Resources	<input type="checkbox"/> Public Services/Utilities	<input type="checkbox"/> Land Use

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation, the Environmental Coordinator finds that:

- The proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- The proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- The proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Eric Wier
 Prepared by (Print)

Keely Spott for Eric Wier
 Signature

10/18/11
 Date

Murray Wilson
 Reviewed by (Print)

Murray Wilson
 Signature

Ellen Carroll,
 Environmental Coordinator
 (for) 10/18/11
 Date

Project Environmental Analysis

The County's environmental review process incorporates all of the requirements for completing the Initial Study as required by the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The Initial Study includes staff's on-site inspection of the project site and surroundings and a detailed review of the information in the file for the project. In addition, available background information is reviewed for each project. Relevant information regarding soil types and characteristics, geologic information, significant vegetation and/or wildlife resources, water availability, wastewater disposal services, existing land uses and surrounding land use categories and other information relevant to the environmental review process are evaluated for each project. Exhibit A includes the references used, as well as the agencies or groups that were contacted as a part of the Initial Study. The Environmental Division uses the checklist to summarize the results of the research accomplished during the initial environmental review of the project.

Persons, agencies or organizations interested in obtaining more information regarding the environmental review process for a project should contact the County of San Luis Obispo Environmental Division, Rm. 200, County Government Center, San Luis Obispo, CA, 93408-2040 or call (805) 781-5600.

A. PROJECT

DESCRIPTION: A request by the Department of Public Works to update the Avila Circulation Study. The update includes review of the ongoing road improvement fee program, including the level of fees charged to new development, and suggested improvements. In accordance with the Mitigation Fee Act (Government Code 66000 et seq.), public agencies may exact fees from development projects for the purpose of defraying all or a portion of the cost of public facilities related to the development project. The Avila Road Fee Area is centered on the community of Avila Beach, but also includes Diablo Canyon Nuclear Power Plant, most of the See Canyon area, and Port San Luis, as well as the Squire Canyon and Baron Canyon areas on the east side of Highway 101 (attached figure). The Avila Road Fee Area is in the San Luis Bay (Coastal and Inland) planning area.

Background

Circulation Studies

Traffic circulation studies address the need for capacity related transportation improvements necessary to offset cumulative traffic impacts on community infrastructure that result from new development. Circulation studies identify needed improvements and include the costs and potential funding mechanisms for these improvements, resulting in "road improvement fees" that are assessed against new development.

In accordance with the Mitigation Fee Act (Government Code Section 66000 et seq.), public agencies may exact fees from development projects for the purpose of defraying all or a portion of the cost of public facilities related to development. The County of San Luis Obispo levies these "road impact fees" in several unincorporated communities. The County adopts capital improvement plans in these areas, which indicate the approximate location, size, time of availability, and cost estimates for all facilities or improvements to be financed with the road impact fees. The capital improvement plans are adopted and annually updated by a resolution of the Board of Supervisors.

The focus of the Circulation Study is to identify and correct capacity deficiencies related to new development, as they are the only projects that road impact fee monies can be applied to (per Government Code Section 66000). Other projects related to safety, bicycle, pedestrian, public transportation facilities and existing roadway geometric deficiencies must be funded by other sources. The improvements paid for by the fees are intended to mitigate for cumulative areawide development.

As road impact fee projects are developed the roadways will be developed to the current standard, incorporating bike paths as well as pedestrian paths where they are required by the governing plans.

This environmental document addresses only improvements identified in the Circulation Study to be wholly or partially funded by “road impact fees,” and not those improvements related to safety, bicycle, pedestrian, public transportation facilities, and existing roadway geometric deficiencies.

The County of San Luis Obispo has not previously subjected circulation studies to the CEQA process. However, recent case law suggests that CEQA review is necessary. In *California Native Plant Society v. County of El Dorado* [(2009) 170 Cal.App.4th 1026], the court ruled that although a comprehensive program funded by impact fees may be a sound strategy for addressing impacts, the absence of any environmental review for the adoption of the fee program meant that reviews of individual projects triggering the fee could not presumptively assume that payment of the fee constitutes full mitigation for the potential impact and CEQA review must take place at the time of the circulation study update.

County General Plan

The County’s General Plan is composed of several parts, or elements, including the Land Use Element and the *Circulation Element*. The County is segregated into 13 *planning areas*. Each of the communities for which circulation studies have been prepared is within one of these planning areas. The land use within each planning area is governed by its *area plan* and the land use ordinance, which are components of the County’s General Plan. The Circulation Chapters of the area plans contain recommended objectives and projects. Circulation Maps in the area plans show existing and proposed collector and arterial streets. The circulation element describes transportation management programs, major features of the circulation system, and alternative modes of travel to the private automobile. System improvements and programs are recommended to implement the circulation needs of the Land Use Element. The circulation element identifies major improvements as the land uses envisioned by the area plan develop along with growth within the communities and the surrounding area.

The Resource Management System (RMS), through the Annual Resource Summary Report, identifies the necessary timetables for making road improvements with timely funding decisions. Funding decisions for road improvements consider the feasible use of county general funds, state and federal grants and funding sources, and development fees. The RMS focuses on collecting data in order to avoid and correct resource deficiencies with regard to five essential resources: water supply, sewage disposal, schools, roads, and air quality. This information is compiled in an Annual Resource Summary Report (ASR) that guides decisions about balancing development with the resources necessary to sustain such development. It focuses on collecting data, identifying resource problems, and recommending solutions.

CEQA Analysis of General Plan – San Luis Bay Area Plan (Coastal & Inland)

The Final Environmental Impact Report for the San Luis Obispo County General Plan, adopted in 1980, addresses the San Luis Bay Area Plan, Inland and Coastal Portions. The San Luis Bay Area Plan has yet to be updated, therefore no comprehensive environmental document has been prepared. The Final EIR for the General Plan update identifies existing traffic and capacities for major roads in the planning area. The Final EIR for the General Plan did not attempt to evaluate the environmental impacts of future transportation improvements in any detail.

This environmental document addresses environmental effects of the identified capital projects at a level of detail commensurate with the current level of design of these projects. More focused and detailed environmental review of some projects may be required prior to formally making a decision to proceed with the project. Project specific environmental review will be more meaningful when specific project details are available.

The circulation study does not commit the County to building a specific project identified in the circulation study. At the time sufficient funds are available, the County could determine that a project not listed in the circulation study would be a more appropriate use of road impact fees. In this scenario, a determination as to CEQA compliance would be required.

Avila Circulation Study

The first Avila Circulation Study was approved by the Board of Supervisors (BOS) on November 14, 1989. The most recent update was adopted by the BOS on December 1, 2009. The 2010 update of the Avila Circulation Study identifies capital improvement projects which would use road impact fees (Table 1).

Table 1. Avila Circulation Study Capital Projects to Use Road Impact Fees

USGS Map Reference Number*	Project	Cost Estimate	Percent from Impact Fees
1	Traffic signal at Avila Beach Drive & San Miguel Street	\$240,500	100%
2	Traffic signal at Avila Beach Drive & San Luis Street	\$227,500	100%
3	Modify interchange at Highway 101 & Avila Beach Drive	\$7,920,000	50%
4	Modify Interchange at Highway 101 & San Luis Bay Drive	\$4,000,000	50%
5	Project study report for Highway 101 & San Luis Bay Drive interchange	\$250,000	100%

Table 2. Summary Environmental Setting at Capital Improvement Project Sites

USGS Map Reference Number*	Project	Summary Environmental Setting
1	Traffic signal at Avila Beach Drive & San Miguel Street	Heavily disturbed from roadway construction; ruderal vegetation with scattered ornamental and native trees; neighboring wastewater treatment plant and urban development; potential for cultural resources
2	Traffic signal at Avila Beach Drive & San Luis Street	Heavily disturbed from roadway construction; ruderal vegetation with dense oak forest
3	Modify interchange at Highway 101 & Avila Beach Drive	Heavily disturbed from highway construction; ruderal, chaparral, oak woodland and ornamental vegetation; neighboring commercial development
4	Modify Interchange at Highway 101 & San Luis Bay Drive	Heavily disturbed from highway construction; ruderal, scrub, sycamore, willow and ornamental vegetation; neighboring grazing land and floodplain with orchards and farmland
5	Project study report for Highway 101 & San Luis Bay Drive interchange	Same as above

* See attached USGS map

Within the issue area discussions below, the “setting” and “impacts” sections focus not on the entire fee area, but on the three main areas where capital projects are planned: 1) the town of Avila Beach, 2) Highway 101 and San Luis Bay Drive, and 3) Highway 101 and Avila Beach Drive.

It is important to note that no physical change to the environment would occur as a result of the assessment of circulation fees within the circulation fee area. Physical changes will occur as a result of improvements funded by the fees. Likewise, the assessment of circulation fees will not contribute to cumulative impacts. However, the improvements funded by the fees, in combination with other projects in the area, will result in physical changes to the environment. Mitigation measures incorporated into this environmental document, together with existing mitigation programs such as the National Pollutant Discharge Elimination System (NPDES) for water quality protection, and the SLOAPCD's Clean Air Plan (CAP) render the effects of improvement project's contribution less than cumulatively considerable.

ASSESSOR PARCEL NUMBER(S): N/A

Latitude: N/A Longitude: N/A

SUPERVISORIAL DISTRICT # 3

B. EXISTING SETTING

PLANNING AREA: San Luis Bay (Inland & Coastal)

LAND USE CATEGORY: All

COMBINING DESIGNATION(S): All

EXISTING USES: Varied

TOPOGRAPHY: Varied

VEGETATION: Varied

PARCEL SIZE: Varied

SURROUNDING LAND USE CATEGORIES AND USES:

<i>North:</i> Varied	<i>East:</i> Varied
<i>South:</i> Varied	<i>West:</i> Varied

C. ENVIRONMENTAL ANALYSIS

During the Initial Study process, several issues were identified as having potentially significant environmental effects (see following Initial Study). Those potentially significant items associated with the proposed uses can be minimized to less than significant levels.

**COUNTY OF SAN LUIS OBISPO
INITIAL STUDY CHECKLIST**

1. AESTHETICS - <i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Create an aesthetically incompatible site open to public view?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Introduce a use within a scenic view open to public view?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Change the visual character of an area?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Create glare or night lighting, which may affect surrounding areas?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Impact unique geological or physical features?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The projects identified in the project description consist of traffic signals and major work at the Highway 101 interchanges at Avila Beach Drive and San Luis Bay Drive. These improvements will be implemented as finances permit. The projects will be on and visible from major public roadways.

Impact. Capital improvement projects may involve road widening, traffic signal installation, and other similar development. Vegetation removal may be required as part of these projects.

No significant visual impacts are expected to occur from any of the projects. The traffic signals would be visible from the downtown area of Avila Beach; however this is compatible with the urbanized area so no significant visual impacts are expected to occur. The projects on the Highway 101 interchanges would also be compatible with viewer expectations along this transportation corridor as they would be located at existing interchanges, and are not expected to result in significant individual or cumulative aesthetic impacts.

Mitigation/Conclusion. No significant visual impacts are expected to occur from any of the projects identified in Table 1 above. No mitigation measures are needed at this time; however future project-specific analysis will identify any aesthetic impacts and describe appropriate mitigation measures if impacts are identified when more project details are available. Listed below are mitigation measures typically used to mitigate aesthetic impacts.

[VR1] Design to allow the inclusion of applicable streetscape features outlined in the County Design Guidelines.

[VR2] Revegetate all disturbed areas with landscaping or native-type vegetation, as appropriate.

[VR3] Where cut and fill slopes exceed five feet, apply landform grading techniques where the toe and top of cut are rounded to resemble natural slopes.

[VR4] Retaining walls shall be faced with natural appearing rock surfaces when visible to the public.

These or other mitigation measures could potentially be used for these projects. Future analysis of individual projects may require additional measures. There is no indication at this time that the projects would result in aesthetic impacts that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

2. AGRICULTURAL RESOURCES
- Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Convert prime agricultural land to non-agricultural use?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Impair agricultural use of other property or result in conversion to other uses?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Conflict with existing zoning or Williamson Act program?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The traffic signal projects in Avila Beach are not within or near agricultural areas. The Avila Beach Drive interchange does not immediately adjoin agricultural land, but there is agricultural land in Gragg Canyon, approximately 200 feet east of the northbound off-ramp. The San Luis Bay Drive interchange has agricultural land on three sides, with soil types of varied suitability for agriculture:

Soil Type	Agricultural Potential	
	Capability unit (non-irrigated)	Storie index rating
Marimel silty clay loam, occasionally flooded	III	50
Gaviota fine sandy loam, 15-50% slopes	VII	15
Riverwash	VIII	<5

Impact. A referral was sent to the County Agricultural Commissioner addressing an update to all the County Circulation Study Fee Areas. Resulting comments from the County Agricultural Commissioner state that: “a variety of impacts to agricultural resources and operations may result from the proposed road improvements [including, but not limited to]: direct and indirect conversion of agricultural resources, including important Agricultural Soils, to nonagricultural uses; temporary and/or permanent access limitations to agricultural operations; necessity for infrastructure relocation; land use incompatibilities and operational restrictions during construction; Williamson Act public land acquisition.” “Such potential impacts should be evaluated during subsequent project specific environmental review.” (Auchinachie; June 27, 2011)

No significant impacts to agricultural resources are expected to occur from any of the projects. The

projects within Avila Beach and at Highway 101 and Avila Beach Drive have no agricultural lands. The bridge widening at San Luis Bay Drive and Highway 101 is not expected to result in significant impacts to agriculture, but temporary impacts may be possible. The larger scale improvements will be subject to project-specific environmental review. Design of these larger scale projects has not been initiated; therefore details are insufficient to identify and describe impacts to agricultural resources.

Mitigation/Conclusion. No significant impacts to agricultural resources are expected to occur from any of the projects identified in Table 1. No mitigation measures are needed at this time; however future project-specific analysis will identify any impacts to agricultural resources and describe appropriate mitigation measures. Listed below are mitigation measures typically used to mitigate impacts to agricultural resources.

[AG-1] When construction of new or expanded roadways would result in direct conflicts with agricultural uses or operations (due to division of agricultural land, access, or proximity of roadways to active agricultural uses resulting in potential dust, pollution, security issues, etc.), measures shall be employed to minimize impacts consistent with the County’s Right to Farm Ordinance. Such measures may include the use of land use buffers (physical separation between roadways and active operations), k fencing (as feasible and coordinated with land owners), and maintaining adequate access. Such measures shall be incorporated into the design of the specific roadway project to reduce possible conflicts from adjacent agricultural uses.

[AG-2] When new roadway extensions are planned, the County shall consider alternative alignments that reduce or avoid impacts to agricultural lands, such as avoiding alignments that would bisect agricultural lands or result in conflicts with agricultural operations.

[AG-3] Rural roadway alignments shall follow property lines to the extent feasible to minimize impacts to farmlands, lands under agricultural production, and Agriculture-zoned lands. Farmers shall be compensated for the loss of agricultural production at the margins of lost property, based on the amount of land deeded as road right-of-way, as well as costs associated with relocating associated agricultural infrastructure and physical improvements, as a function of the total amount of production on the property.

These or other mitigation measures could potentially be used for these projects. Future analysis of individual projects may require additional measures. There is no indication at this time that the projects would result in impacts to agricultural resources that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

3. AIR QUALITY - <i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Violate any state or federal ambient air quality standard, or exceed air quality emission thresholds as established by County Air Pollution Control District?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Expose any sensitive receptor to substantial air pollutant concentrations?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3. AIR QUALITY - Will the project:	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
c) <i>Create or subject individuals to objectionable odors?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Be inconsistent with the District's Clean Air Plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The Air Pollution Control District (APCD) has developed the [2009 CEQA Air Quality Handbook](#) to evaluate project specific impacts and help determine if air quality mitigation measures are needed, or if potentially significant impacts could result. To evaluate long-term emissions, cumulative effects, and establish countywide programs to reach acceptable air quality levels, a Clean Air Plan has been adopted (prepared by APCD).

The Avila Beach area is located in San Luis Obispo County, which is part of the South Central Coast Air Basin (SCCAB). The SCCAB consists of San Luis Obispo, Santa Barbara and Ventura Counties. The climate of the region is characterized as Mediterranean, with warm, dry summers and cooler, relatively damp winters. Along the coast, mild temperatures prevail most of the year due to the moderating influence of the Pacific Ocean. The effects of the Pacific Ocean are diminished inland and by major intervening terrain features such as the coastal Santa Lucia Mountain Range.

In years past, air quality in the SCCAB has exceeded established standards for lead, carbon monoxide, sulfur dioxide, ozone, and particulate matter (PM). Violations of the state standard for respirable particulate matter (PM₁₀) still occur several times a year.

On a regional basis, ozone is the pollutant of greatest concern in the SCCAB. Ozone located in the upper atmosphere acts in a beneficial manner by shielding the earth from harmful ultraviolet radiation that is emitted by the sun. However, ozone located in the lower atmosphere is a major health and environmental concern.

An attainment designation for an area signifies that pollutant concentrations did not violate the standard for that pollutant in that area. A nonattainment designation indicates that a pollutant concentration violated the standard at least once, excluding those occasions when a violation was caused by an exceptional event, as defined in the criteria. Unclassified designations indicate insufficient data is available to determine attainment status.

San Luis Obispo County is in non-attainment for State PM₁₀ & Ozone. Based on the recent pull back from EPA's proposed new Ozone Standard, part or all of SLO County is now pending a non-attainment designation for the 2008 federal ozone standard. According to SLOAPCD, the largest contributors of air pollution are motor vehicles. Reducing particulate matter air pollution is one of the San Luis Obispo County Air Pollution Control District's (SLOAPCD) highest public health priorities. Exposure to particulate pollution is linked to increased frequency and severity of asthma attacks, pneumonia and bronchitis, and even premature death in people with pre-existing cardiac or respiratory disease.

SLOAPCD is required to monitor air pollutant levels to assure that the air quality standards are met, and if they are not met, to also develop strategies to meet the standards. Depending on whether or not the standards are met or exceeded, the air basin is classified as being in attainment or

nonattainment.

State standards for ozone and PM₁₀ are currently exceeded in SLO County, thus SLOAPCD is required to develop a plan to achieve and maintain the state ozone standard by the earliest practicable date. SLOAPCD's plan is called the Clean Air Plan, or CAP. The 2001 CAP was adopted by the SLOAPCD Board in March 2002. Transportation control measures and land use planning strategies play an important role in the implementation of the CAP.

Impact. Circulation studies address the need for capacity related transportation improvements and are developed to identify and correct capacity deficiencies related to new development. Improved road circulation reduces vehicle idling time and congestion, theoretically improving air quality; therefore the Circulation Study Road Improvement Fees themselves should have a positive impact on air quality.

The improvement projects funded by the Road Improvement Fees in the Avila Circulation Study would involve construction activity that could generate temporary increases in local air pollution. The areas of disturbance would be determined when project designs are prepared. The projects will result in short-term construction equipment exhaust and fugitive dust emissions as well as emissions from construction commutes. During project-specific analysis, recommendations in the CEQA Air Quality Handbook will be used to calculate construction and operational phase emissions. If the project's pollutant generation levels are below specified thresholds in the Handbook, no mitigation is warranted. On the other hand, if the air pollution levels generated by a project exceed Handbook thresholds, mitigation measures will be required.

No significant air quality impacts are expected to occur from the smaller scale projects such as traffic signals. Larger scale improvements such as interchange improvements will be subject to project-specific environmental analysis. Design of these larger scale projects has not been initiated; therefore details are insufficient to identify and describe air quality impacts. Nonetheless, potentially significant air quality impacts may be identified in future analyses. It may be necessary to calculate the project's construction impacts without knowing the exact fleet of construction equipment involved in the project. Table 2-2 of the Handbook contains screening construction emission rates based on the volume of soil moved and the area disturbed. This table should only be used when specific project information is not available.

Construction Phase Greenhouse Gas Impacts and Mitigation

A Greenhouse Gas (GHG) impact evaluation and the implementation of feasible mitigation may be required for larger projects. The Mitigated Negative Declaration would evaluate the project's carbon dioxide (CO₂) emissions, as well as other GHG sources converted to carbon dioxide equivalents and would identify feasible mitigation.

Construction Permit Requirements

Portable equipment, 50 horsepower (hp) or greater, used during construction activities may require California statewide portable equipment registration (issued by the California Air Resources Board) or an APCD permit. Operational sources may also require APCD permits.

Hydrocarbon Contaminated Soil

Hydrocarbon contaminated soil could result in adverse air quality impacts when exposed to the atmosphere. Should hydrocarbon contaminated soil be encountered during construction activities, the APCD will be notified as soon as possible after affected material is discovered to determine if an APCD Permit will be required.

Lead During Demolition

Demolition of structures coated with lead based paint can result in the release of lead containing

particles from the site. Sandblasting or removal of paint by heating with a heat gun can result in significant emissions of lead. Therefore, proper abatement of lead before demolition of these structures must be performed in order to prevent the release of lead from the site. An APCD permit may be required.

Demolition of Asbestos Containing Materials

Demolition activities can have potential negative air quality impacts, including issues surrounding proper handling, demolition, and disposal of asbestos containing material (ACM). If building(s) are removed or renovated, or utility pipelines are scheduled for removal or relocation, requirements include, but are not limited to: 1) notification requirements to the APCD, 2) asbestos survey conducted by a Certified Asbestos Inspector, and, 3) applicable removal and disposal requirements of identified ACM.

Developmental Burning

Effective February 25, 2000, the APCD prohibited developmental burning of vegetative material within San Luis Obispo County.

Construction Phase Idling Limitations

Diesel engine idling is regulated by State law: Section 2485 of Title 13 of the California Code of Regulations (for on-road vehicles) and Section 2449(d)(2) of the California Air Resources Board's In-Use off-Road Diesel regulation (for off-road equipment).

Truck Routing

Proposed truck routes should be evaluated and selected to ensure routing patterns have the least impact to residential dwellings and other sensitive receptors, such as schools, parks, day care centers, nursing homes, and hospitals. If the project has significant truck trips where hauling/truck trips are routine activity and operate in close proximity to sensitive receptors, toxic risk needs to be evaluated.

Mitigation/Conclusion. Below is a list of mitigation measures typically used to mitigate impacts to air quality as a result of road construction projects. These or other comparable mitigation measures would potentially be used for these projects. Application of standard mitigation measures, and in some cases, best available control technologies (BACT) should ensure any air quality impacts are less than significant. However, future project-specific analysis will be conducted at the time more detail is available for any of the proposed improvements. The analysis at that time will identify any air quality impacts and describe appropriate mitigation measures.

[AQ-1] Projects with grading areas that are less than 4-acres and that are not within 1,000 feet of any sensitive receptor shall implement the following mitigation measures to minimize nuisance impacts and to significantly reduce fugitive dust emissions:

- Reduce the amount of the disturbed area where possible;
- Use water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible;
- All dirt stock-pile areas should be sprayed daily as needed;
- All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible, and building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
- All of these fugitive dust mitigation measures shall be shown on grading and building plans; and
- The contractor or builder shall designate a person or persons to monitor the fugitive dust

emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20% opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress.

Projects with grading areas that are greater than 4-acres or are within 1,000 feet of any sensitive receptor shall implement the following mitigation measures to minimize nuisance impacts and to significantly reduce fugitive dust emissions:

- Reduce the amount of the disturbed area where possible;
- Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible;
- All dirt stock pile areas should be sprayed daily as needed;
- Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities;
- Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established;
- All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD;
- All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
- Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;
- All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114;
- Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site;
- Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible;
- All of these fugitive dust mitigation measures shall be shown on grading and building plans; and
- The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20% opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition.

[AQ-2] The standard mitigation measures for reducing nitrogen oxides (NO_x), reactive organic gases (ROG), and diesel particulate matter (DPM) emissions from construction equipment are listed below:

- Maintain all construction equipment in proper tune according to manufacturer's specifications;
- Fuel all off-road and portable diesel powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);
- Use diesel construction equipment meeting ARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State off-Road Regulation;

- Use on-road heavy-duty trucks that meet the ARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation;
- Construction or trucking companies with fleets that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g. captive or NO_x exempt area fleets) may be eligible by proving alternative compliance;
- All on and off-road diesel equipment shall not idle for more than 5 minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the 5 minute idling limit;
- Diesel idling within 1,000 feet of sensitive receptors is not permitted;
- Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors;
- Electrify equipment when feasible;
- Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and,
- Use alternatively fueled construction equipment on-site where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.

If the estimated ozone precursor emissions from the actual fleet for a given construction phase are expected to exceed the APCD threshold of significance after the standard mitigation measures are factored into the estimation, then BACT needs to be implemented to further reduce these impacts. The BACT measures can include:

- Further reducing emissions by expanding use of Tier 3 and Tier 4 off-road and 2010 on-road compliant engines;
- Repowering equipment with the cleanest engines available; and
- Installing California Verified Diesel Emission Control Strategies. These strategies are listed at: <http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm>

If the estimated construction emissions from the actual fleet are expected to exceed either of the APCD Quarterly Tier 2 thresholds of significance after the standard and BACT measures are factored into the estimation, then an APCD approved Construction Activity Management Plan (CAMP) (see Technical Appendix 4.5 for CAMP Guidelines) and offsite mitigation need to be implemented in order to reduce potential air quality impacts to a level of insignificance.

CAMP

The CAMP should be submitted to the APCD for review and approval prior to the start of construction and should include, but not be limited to, the following elements:

- A Dust Control Management Plan that encompasses all, but is not limited to, dust control measures that were listed above in the "dust control measures" section;
- Tabulation of on and off-road construction equipment (age, horse-power and miles and/or hours of operation);
- Schedule construction truck trips during non-peak hours to reduce peak hour emissions;
- Limit the length of the construction work-day period, if necessary; and,
- Phase construction activities, if appropriate.

Off-Site Mitigation

Examples off-site mitigation strategies include, but are not limited to, the following:

- Fund a program to buy and scrap older heavy-duty diesel vehicles or equipment;
- Replace/repower transit buses;
- Replace/repower heavy-duty diesel school vehicles (i.e. bus, passenger or maintenance vehicles);
- Retrofit or repower heavy-duty construction equipment, or on-road vehicles;
- Repower or contribute to funding clean diesel locomotive main or auxiliary engines;

- Purchase VDECs for local school buses, transit buses or construction fleets;
- Install or contribute to funding alternative fueling infrastructure (i.e. fueling stations for NG, LPG, conductive and inductive electric vehicle charging, etc.);
- Fund expansion of existing transit services; and,
- Replace/repower marine diesel engines.

[AQ-3] Asbestos / Naturally Occurring Asbestos Naturally occurring asbestos (NOA) has been identified by the state Air Resources Board as a toxic air contaminant. Serpentine and ultramafic rocks are very common throughout California and may contain naturally occurring asbestos. The SLO County APCD has identified areas throughout the County where NOA may be present (see the APCD’s 2009 CEQA Handbook, Technical Appendix 4.4). If the project site is located in a candidate area for Naturally Occurring Asbestos (NOA), the following requirements apply. Under the ARB Air Toxics Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations, prior to any construction activities at the site, the project proponent shall ensure that a geologic evaluation is conducted to determine if NOA is present within the area that will be disturbed. If NOA is not present, an exemption request must be filed with the APCD. If NOA is found at the site the applicant must comply with all requirements outlined in the Asbestos ATCM. This may include development of an Asbestos Dust Mitigation Plan and an Asbestos Health and Safety Program for approval by the APCD. If NOA is not present, an exemption request must be filed with the Air District. More information on NOA can be found at <http://www.slocleanair.org/business/asbestos.php>.

These or other mitigation measures could potentially be used for these projects. Future analysis of individual projects may require additional measures. There is no indication at this time that the projects would result in impacts to air quality that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

4. BIOLOGICAL RESOURCES - Will the project:	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Result in a loss of unique or special status species or their habitats?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Reduce the extent, diversity or quality of native or other important vegetation?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Impact wetland or riparian habitat?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Introduce barriers to movement of resident or migratory fish or wildlife species, or factors, which could hinder the normal activities of wildlife?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The location of the proposed capital improvement projects listed in Table 1 have the following plant cover types: grassland, oak woodland, coastal scrub, riparian woodland, ruderal/weedy vegetation and ornamental landscaping. The general biological conditions of the project areas are described in the project description, Table 2.

The California Natural Diversity Database and California Native Plant Society Inventory identified the following special status species potentially existing within USGS Pismo Beach and Port San Luis quadrangles:

Special Status Plant Species with Potential to Occur in the Project Area

Name	Listing Status	Habitat Requirements and Elevation Range	Life Form
Hoover's bent grass (<i>Agrostis hooveri</i>)	1B.2	Dry sandy soils, open chaparral, oak woodland; < 600 m	Perennial herb
Arroyo de la Cruz manzanita (<i>Arctostaphylos cruzensis</i>)	1B.2	Northern Coastal Scrub; infrequent on coastal hills; < 150 m	Shrub
Morro manzanita (<i>Arctostaphylos morroensis</i>)	FT, 1B.1	Coastal sand-plains, stabilized dunes; chaparral; < 200 m	Shrub
Pecho manzanita (<i>Arctostaphylos pechoensis</i>)	1B.2	Closed-cone coniferous forests, chaparral, coastal scrub, siliceous shale; < 850 m	Shrub
Santa Margarita manzanita (<i>Arctostaphylos pilosula</i>)	1B.2	Shale outcrops, slopes, chaparral; 300-1100 m	Shrub
Wells' manzanita (<i>Arctostaphylos wellsii</i>)	1B.1	Chaparral, sandstone outcrops, closed-cone conifer forests; < 400 m	Shrub
Marsh sandwort (<i>Arenaria paludicola</i>)	SE, FE, 1B.1	Wet soil, coastal freshwater marshes, scarce or hidden by larger plants, occasionally in swamps; < 300 m	Perennial herb
Coulter's saltbush (<i>Atriplex coulteri</i>)	1B.2	Alkaline or clay soils; <50 m	Shrub
La Panza mariposa-lily (<i>Calochortus obispoensis</i>)	1B.2	Heavy soil on ocean bluff; 100-500 m	Perennial herb (bulb)
San Luis Obispo mariposa-lily (<i>Calochortus simulans</i>)	1B.3	Sand (often granitic), grassland to yellow-pine forest; <1100 m	Perennial herb (bulb)
San Luis Obispo owl's-clover (<i>Castilleja densiflora</i> ssp. <i>obispoensis</i>)	1B.2	Coastal grassland; < 100 m	Annual herb
Congdon's tarplant (<i>Centromadia parryi</i> ssp. <i>congdonii</i>)	1B.2	Grassland; < 100 m	Annual herb
Brewer's spineflower (<i>Chorizanthe breweri</i>)	1B.3	Areas of serpentine rock, dry rocky areas, chaparral, foothill woodlands; closed cone pine forest; < 800 m	Annual herb
Chorro Creek bog thistle (<i>Cirsium fontinale</i> var. <i>obispoense</i>)	SE, FE, 1B.2	Seep areas underlain by or near serpentine; < 300 m	Perennial herb
surf thistle (<i>Cirsium rhotophilum</i>)	ST, 1B.2	Dunes, bluffs; < 20 m	Biennial or short-lived perennial herb
Pismo clarkia (<i>Clarkia speciosa</i> ssp. <i>immaculata</i>)	SR, FE, 1B.1	Sandy hills near coast; < 100 m	Annual herb
beach spectaclepod (<i>Dithyrea maritima</i>)	ST, 1B.1	Frequent on low sand dunes, coastal perennial with widely spreading rhizomes, seashores, sandy places; < 50 m	Perennial herb (rhizomatous)
mouse-gray dudleya (<i>Dudleya abramsii</i> ssp. <i>murina</i>)	1B.3	Serpentine outcrops; 120-300 m	Perennial herb
Blochman's dudleya (<i>Dudleya blochmaniae</i> ssp.)	1B.1	Coastal bluff scrub, valley and foothill grasslands, rocky slopes, often found in	Perennial herb

<i>blochmaniae</i>)		clay and serpentinite; < 450 m	
Blochman's leafy daisy (<i>Erigeron blochmaniae</i>)	1B.2	Coastal dunes, Santa Barbara Area and San Luis Obispo Counties; < 30 m	Perennial herb (rhizomatous)
Indian Knob mountainbalm (<i>Eriodictyon altissimum</i>)	SE, FE, 1B.1	Disturbed areas in chaparral dominated by chamise and toyon; about 250 m	Shrub
Hoover's button-celery (<i>Eryngium aristulatum</i> var. <i>hooveri</i>)	1B.1	Vernal pools, lagunas	Annual or perennial herb
Mesa horkelia (<i>Horkelia cuneata</i> ssp. <i>puberula</i>)	1B.1	Dry, sandy, coastal chaparral; generally 70 – 700 m	Perennial herb
Jones' layia (<i>Layia jonesii</i>)	1B.2	Pastures and grassy slopes; sea level to 150 m	Annual herb
San Luis Obispo County lupine (<i>Lupinus ludovicianus</i>)	1B.2	Open, grassy limestone in oak woodland; 50 – 500 m	Shrub
San Luis Obispo monardella (<i>Monardella frutescens</i>)	1B.2	Stabilized dunes, sandy scrub; < 200 m	Perennial herb (rhizomatous)
woodland woollythreads (<i>Monolopia gracilens</i>)	1B.2	Serpentine grassland, open chaparral, oak woodland; 100 – 1200 m	Annual herb
Diablo Canyon blue grass (<i>Poa diaboli</i>)	1B.2	Chaparral, cismontane woodland, coastal scrub, coniferous forest; on shale, sometimes burned areas; 120-400 m	Perennial herb (rhizomatous)
black-flowered figwort (<i>Scrophularia atrata</i>)	1B.2	Calcareous (sometimes diatomaceous) soils; < 500 m	Perennial herb
most beautiful jewel-flower (<i>Streptanthus albidus</i> ssp. <i>peramoenus</i>)	1B.2	Open, grassy or nearly barren slopes, often serpentine; about 150-800 m	Annual herb

The information in this table was obtained from Hoover (1970), the California Native Plant Society Electronic Inventory (2011) and CNDDDB (2011).

California Department of Fish and Game Listing Codes

ST State Threatened
SE State Endangered
SR State Rare

Federal Listing Codes

FT Federally Threatened
FE Federally Endangered

California Native Plant Society Listing Code

1B Rare, threatened or endangered in California and elsewhere
1B.1 Seriously endangered in California
1B.2 Fairly endangered in California
1B.3 Not very endangered in California

Habitat Associations and State and Federally Listed Wildlife Species with Potential to Occur in the Project Area

Name	Listing Status	Habitat Association
vernal pool fairy shrimp (<i>Branchinecta lynchi</i>)	FT	Vernal pools
western snowy plover (<i>Charadrius alexandrinus nivosus</i>)	FT	Sandy marine and estuarine shores
tidewater goby (<i>Eucyclogobius newberryi</i>)	FE	Estuary; lower segments of coastal streams
south/central California coast steelhead (<i>Oncorhynchus mykiss irideus</i>)	FT	Coastal streams, open ocean
California red-legged frog (<i>Rana draytonii</i>)	FT	Ponds and quiet areas of coastal streams

The information in this table was obtained from the CNDDDB (2011), Jennings and Hayes (1994), Moyle et al. (1989).

Federal Listing Codes

FT Federally Threatened
FE Federally Endangered

Impact. No significant impacts to biological resources are expected to occur from smaller scale projects such as traffic signals. Larger scale improvements such as road widening will be subject to project-specific environmental analysis. Design of larger scale projects has not been initiated; therefore details are insufficient to identify and describe impacts to biological resources. Nonetheless, potentially significant impacts to biological resources may be identified in future analyses.

Construction may involve the use of heavy equipment for trenching, boring, and backfilling, as well as multiple truck trips to transport equipment, pipe, and import/export of material. Construction activity could result in adverse impacts to native vegetation and special status species.

Mitigation/Conclusion. No mitigation measures are needed at this time; however future project-specific analysis will identify any impacts to biological resources and describe appropriate mitigation measures. Listed below are mitigation measures typically used to mitigate impacts to biological resources.

[BR-1] Construction activities shall be planned to avoid trees, shrubs, and sensitive habitats to the extent practicable. Consideration shall be given to trimming and pruning trees where possible, rather than complete removal. Operation and parking of vehicles and equipment shall not occur within the dripline of trees that will not otherwise be affected.

[BR-2] Prior to project completion, all oak trees removed as a result of the development of the project at a 4:1 ratio, and in addition, shall plant at a 2:1 ratio for each tree impacted (e.g. root or branch pruning) but not removed. Replanting shall be completed as soon as it is feasible (e.g. irrigation water is available, grading done in replant area(s)). Replant areas shall be either in native topsoil or areas where native topsoil has been reapplied. If the latter, top soil shall be carefully removed and stockpiled for spreading over graded areas to be replanted (set aside enough from 6-12" layer). Only designated trees shall be removed. Trees scheduled for removal shall be marked.

These newly planted trees shall be maintained until successfully established. This shall include protection (e.g. tree shelters, caging) from animals (e.g. deer, rodents), regular weeding (minimum of once early Fall and once early Spring) of at least a three foot radius out from the plant and adequate watering (e.g. drip-irrigation system). Watering should be controlled so only enough is used to initially establish the tree, and reducing to zero over a three year period. If possible, planting during the warmest, driest months (June through

September) shall be avoided. In addition, standard planting procedures (e.g. planting tablets, initial deep watering) shall be used.

- [BR-3] All trees to remain on-site that are within fifty feet of construction or grading activities shall be marked for protection (e.g. flagging) and their root zone fenced prior to any grading. The outer edge of the tree root zone is 1-1/2 times the distance from the trunk to the drip line of the tree. Grading, utility trenching, compaction of soil, or placement of fill shall be avoided within these fenced areas. Care shall be taken to avoid surface roots within the top 18" of soil. If any roots must be removed or exposed, they shall be cleanly cut and not left exposed above the ground surface.
- [BR-4] Servicing and fueling of vehicles shall be accomplished with the use of the following best management practices:
- a. Servicing and fueling shall take place as far as practical from waterways. When fueling, tanks shall not be "topped off."
 - b. A secondary containment, such as a drain pan or drain cloth, shall be used when fueling to catch spills or leaks.
 - c. Fueling and servicing shall be done only in designated areas.
 - d. Employees and subcontractors shall be trained in proper fueling, servicing, and clean-up procedures.
 - e. All fluid spills shall be reported immediately.
 - f. Storage of hazardous materials shall be as far as practical from waterways.
 - g. A contingency plan for possible leaks and spills of hazardous materials into waterways shall be developed and implemented as appropriate.
- [BR-5] Upon completion of the project, all temporarily disturbed areas shall be returned to original contours.
- [BR-6] Persons who are under County or contractor control shall not have firearms or pets; nor shall they engage in hunting or fishing.
- [BR-7] The construction zone shall be kept free from litter by providing suitable disposal containers for trash and all construction-generated material wastes. These containers shall be emptied at regular intervals and the contents properly disposed.
- [BR-8] The amount of construction-related disturbance shall be limited to the extent practicable. The project limits shall be conspicuously flagged or otherwise marked in the field. Construction activities shall be restricted within the marked areas. Storage, parking, and laydown areas shall be clearly marked. Equipment and vehicles shall be kept out of areas identified as wetlands and waters of the United States.
- [BR-9] Prior to construction the County shall conduct a pre-construction survey for special status wildlife, including Coast Range newt. If Coast Range newt is encountered during construction, the qualified biologist shall relocate newts to suitable habitat outside the project impact area.
- [BR-10] If construction activities are conducted during the typical nesting bird season (February 15 – September 15) pre-construction surveys shall be conducted by the County or its

designee prior to any construction activity or vegetation removal to identify potential bird nesting activity, and:

- a. If active nest sites of bird species protected under the Migratory Bird Treaty Act are observed within the vicinity of the project site, then the project shall be modified and/or delayed as necessary to avoid direct take of the identified nests, eggs, and/or young;
- b. If active nest sites of raptors and/or bird species of special concern are observed within the vicinity of the project site, then CDFG shall be contacted to establish the appropriate buffer around the nest site. Construction activities in the buffer zone shall be prohibited until the young have fledged the nest and achieved independence; and,
- c. Active nests shall be documented by a qualified biologist and a letter-report shall be submitted to the County, USFWS and CDFG, documenting project compliance with the MBTA and applicable project mitigation measures.

These or other mitigation measures could potentially be used for these projects. Future analysis of individual projects may require additional measures. There is no indication at this time that the projects would result in impacts to biological resources that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

5. CULTURAL RESOURCES - <i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Disturb pre-historic resources?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Disturb historic resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Disturb paleontological resources?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The project is located in an area historically occupied by the Obispeno Chumash. Historic structures are present and paleontological resources are known to exist in the area. The Avila Beach area should be regarded as archaeologically sensitive with the most sensitive areas being lands abutting creeks, hilltops, and natural resource areas such as oak woodlands and rock outcrops.

The geology of the project areas is mapped as Edna member and Monterey formation; Monterey formation has a high potential for yielding significant paleontological resources.

Impact. Proposed projects may result in impacts to archaeological resources due to activities such as excavation, soil compaction or soil filling work over sensitive sites. If a site has the potential to be impacted a Phase II survey may be required, which may result in the need for a Phase III survey depending on the extent of the impacts.

The nature and extent of impacts to archaeological resources are evaluated with respect to potential development. All projects, including the smaller scale projects such as traffic signals, will be evaluated for their potential to affect archaeological resources. Potentially significant impacts to archaeological resources may be identified in future analyses.

Whether significant impacts to paleontological resources occur depends on the extent and depth of excavation required for construction. If extensive excavation is required for a particular project, the

geologic formation in that area will be identified and evaluated for its potential to contain fossils.

Mitigation/Conclusion. If an archaeological site is located within a proposed project area and it is feasible to avoid the site, this will be done. If avoidance is infeasible, further evaluation and mitigation may be required, such as a Phase I, II, or III survey. In general, a Phase I investigation includes a literature search and a surface survey to determine whether archaeological materials are present. Phase II (subsurface testing) involves determining the horizontal and vertical extent of an archaeological site. Phase III (data recovery) consists of intensive and methodical excavation and study of a pre-determined sample of the archaeological site. No mitigation measures are needed at this time; however future project-specific analysis will identify any impacts to cultural resources and describe appropriate mitigation measures. Listed below are mitigation measures typically used to mitigate impacts to cultural resources.

- [CR-1] A qualified archaeologist shall monitor initial ground disturbance activities to ensure there is no disturbance of cultural remains in the project impact area. The qualified archaeologist will ensure Environmentally Sensitive Area (ESA) fencing is installed properly at the project's borders.
- [CR-2] During earth moving activities, in the event archaeological resources are unearthed or discovered, construction in the vicinity of the find shall stop, and the Public Works project manager and the Environmental Coordinator shall be notified so that the extent and location of discovered materials may be recorded by a qualified archaeologist, and disposition of artifacts may be accomplished in accordance with state and federal law.
- [CR-3] In the event archaeological resources are found to include human remains, or in any other case when human remains are discovered during construction, the County Coroner and Environmental Coordinator are to be notified so proper disposition may be accomplished.
- [CR-4] Projects located within geologic formations known to yield paleontologic resources, which could disturb areas greater than 1 acre, and/or involve grading deeper than 3 feet will be monitored by a qualified paleontologist.
- [CR-5] During construction, in the event paleontologic resources are unearthed or discovered, construction activities in the immediate area shall cease and the Public Works Environmental Programs Division shall be notified so that the extent and location of discovered materials may be evaluated by a qualified paleontologist.

These or other mitigation measures could potentially be used for these projects. Future analysis of individual projects may require additional measures. There is no indication at this time that the projects would result in impacts to cultural resources that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

6. GEOLOGY AND SOILS - <i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) Result in exposure to or production of unstable earth conditions, such as landslides, earthquakes, liquefaction, ground failure, land subsidence or other similar hazards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

6. GEOLOGY AND SOILS - <i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
b) <i>Be within a California Geological Survey "Alquist-Priolo" Earthquake Fault Zone"?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Result in soil erosion, topographic changes, loss of topsoil or unstable soil conditions from project-related improvements, such as vegetation removal, grading, excavation, or fill?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Change rates of soil absorption, or amount or direction of surface runoff?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) <i>Include structures located on expansive soils?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Change the drainage patterns where substantial on- or off-site sedimentation/ erosion or flooding may occur?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) <i>Involve activities within the 100-year flood zone?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) <i>Be inconsistent with the goals and policies of the County's Safety Element relating to Geologic and Seismic Hazards?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) <i>Preclude the future extraction of valuable mineral resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting

GEOLOGY - The following relates to the project's geologic aspects or conditions:

Topography: Nearly level to steeply sloping

Within County's Geologic Study Area?: No

Landslide Risk Potential: Low to high

Liquefaction Potential: Low to high

Nearby potentially active faults?: Yes Distance? Within town of Avila Beach

Area known to contain serpentine or ultramafic rock or soils?: Yes

Shrink/Swell potential of soil: Not applicable

Other notable geologic features? None

Geologic units mapped within the capital projects area are diverse, including Edna member and Monterey formation. The topography ranges from nearly level to steeply sloping. The elevation

ranges from approximately 15 to 120 feet above sea level. Portions of the road fee area are within the Geologic Study Area designation. The San Miguelito fault and the Olson trace, classified as a “Potentially Active Faults, run through the road fee area.” The Air Pollution Control District lists the fee area as within an area known to contain serpentine or ultramafic rock and/or soils. Standard mitigation requirements for road construction and maintenance will be applied pursuant to Section 93105 (d)(1)&(2) of the Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations (refer to the Air Quality Section).

DRAINAGE – The following relates to the project’s drainage aspects:

Within the 100-year Flood Hazard designation? Partially within

Closest creek? San Luis Obispo Creek, See Canyon Creek Distance? Within road fee area

Soil drainage characteristics: Varies with location

For areas where drainage is identified as a potential issue, a drainage plan to minimize potential drainage impacts shall be prepared. When required, this plan would need to address measures such as: constructing on-site retention or detention basins, or installing surface water flow dissipaters. This plan would also need to show that the increased surface runoff would have no more impacts than that caused by historic flows.

SEDIMENTATION AND EROSION – Soil type, amount of disturbance and slopes are key aspects to analyzing potential sedimentation and erosion issues. The project’s soil types and descriptions are listed in the previous Agriculture section under “Setting”. As described in the NRCS Soil Survey, the the project’s soil erodibility is as follows:

Soil erodibility: Varies with location

Projects involving more than one acre of disturbance are subject to the preparation of a Storm Water Pollution Prevention Plan (SWPPP), which focuses on controlling storm water runoff. The Regional Water Quality Control Board is the local extension who monitors this program.

Impact. Some projects will require grading, and may alter the existing drainage patterns slightly, however no significant impacts to geologic and soil resources are expected to occur from the smaller scale projects such as traffic signals. Larger scale improvements such as road extensions will be subject to project-specific environmental analysis. Design of these larger scale projects has not been initiated; therefore details are insufficient to identify and describe impacts to geologic and soil resources. Nonetheless, potentially significant impacts to geologic and soil resources may be identified in future analyses.

Mitigation/Conclusion. No mitigation measures are needed at this time; however future project-specific analysis will identify any impacts to geologic and soil resources and describe appropriate mitigation measures. Below is a list of mitigation measures typically used to mitigate impacts to geologic and soil resources.

- [GS-1] Install appropriate erosion control measures (i.e., silt fences, hay bales) along the base of the proposed work area and at the downstream end of the proposed construction zone and maintain erosion control mechanisms on a daily basis.
- [GS-2] Check and maintain erosion control measures on a daily basis throughout the duration of work activities. Erosion control measures should be re-installed appropriately as the proposed work area changes.
- [GS-3] Restore all previously vegetated areas that are cleared during project activities through revegetation with appropriate indigenous native species.

These or other mitigation measures could potentially be used for these projects. Future analysis of individual projects may require additional measures. There is no indication at this time that the projects would result in impacts to geologic or soil resources that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

7. HAZARDS & HAZARDOUS MATERIALS - <i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Result in a risk of explosion or release of hazardous substances (e.g. oil, pesticides, chemicals, radiation) or exposure of people to hazardous substances?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Interfere with an emergency response or evacuation plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Expose people to safety risk associated with airport flight pattern?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) <i>Increase fire hazard risk or expose people or structures to high fire hazard conditions?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) <i>Create any other health hazard or potential hazard?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The project areas may include areas of hazardous material contamination associated with auto-related services and the like. The project areas are not within an Airport Review area. Construction of projects will require equipment which uses potentially hazardous fuel and fluids. Any transportation improvement projects constructed with road fees would coordinate with emergency services providers. If partial or complete road closures would be required during construction, emergency access would be provided to individual businesses and residences. Emergency response time ranges from approximately 5 to 20 minutes. The project areas are within the high severity risk area for fire.

Impact. Construction of capital improvement projects may require the use of hazardous materials such as fuels and lubricants, and may pose a fire safety risk. The projects may temporarily affect traffic flow during construction, however are not expected to conflict with any regional evacuation plan. Potential impacts could involve mechanical failure of some equipment resulting in fuel or fluid spills. Improper operation of equipment in proximity to dry vegetation could result in an equipment caused fire.

No significant impacts due to hazards or hazardous materials are expected to occur from the smaller scale projects such as traffic signals. Larger scale improvements will be subject to project-specific environmental analysis. Design of these larger scale projects has not been initiated; therefore details are insufficient to identify and describe impacts due to hazards or hazardous materials. Nonetheless, potentially significant impacts due to hazards and hazardous materials may be identified in future analyses.

Mitigation/Conclusion. No mitigation measures are needed at this time; however future project-specific analysis will identify any impacts due to hazards and hazardous materials and describe appropriate mitigation measures. Listed below are mitigation measures typically used to mitigate impacts to hazards and hazardous materials.

The water quality mitigation measures will serve to mitigate any potential impact from equipment fueling or failure by including measures to contain and clean up any spill. Standard contract specifications address hazardous materials. Fire hazard and NOA impacts will be reduced to a level of insignificance with the following mitigation measures:

[HZ-1] Any staging or equipment/vehicle parking areas shall be free of combustible vegetation and work crews shall have shovels and a fire extinguisher on site during all construction activities.

[HZ-2] Prior to construction, an evaluation of areas of serpentinite outcrops or serpentinite-rich soils shall be made by a qualified professional such as a Certified Industrial Hygienist (CIH) as to whether such conditions represent a threat to human health. If so, a safety program shall be initiated and shall include providing personal protective equipment to workers and a worker education program.

All applicable dust control measures outlined in the following document shall be implemented: 17 CCR Section 93105. Asbestos Airborne Toxic Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations.

The Naturally Occurring Asbestos (NOA) ATCM requirements may include but are not limited to: 1) an Asbestos Dust Mitigation Plan which must be approved by the APCD before construction begins, and 2) an Asbestos Health and Safety Program will also be required for some projects (<http://www.slocleanair.org/business/asbestos.asp>).

These or other mitigation measures could potentially be used for these projects. Future analysis of individual projects may require additional measures. There is no indication at this time that the projects would result in impacts to hazards and hazardous materials that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

8. NOISE - Will the project:	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Expose people to noise levels that exceed the County Noise Element thresholds?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Generate increases in the ambient noise levels for adjoining areas?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Expose people to severe noise or vibration?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The primary transportation noise sources in the project areas are: Highway 101, San Luis Bay Drive, and Avila Beach Drive. Stationary noise sources include periodic farming operations. Based on the Noise Element's projected future noise generation from known stationary and vehicle-generated noise sources, the project areas are within an acceptable threshold area.

Impact. Future projects are not expected to generate loud noises beyond typical construction noise, which is exempt under the County's noise ordinance. However, projects involving road widening or traffic signals may move roads slightly closer to sensitive noise receptors such as residences or introduce idling noise at an existing intersection.

No significant impacts due to noise are expected to occur from the smaller scale projects such as traffic signals. Larger scale improvements will be subject to project-specific environmental analysis. Design of these larger scale projects has not been initiated; therefore details are insufficient to identify and describe noise impacts. Nonetheless, potentially significant impacts due to noise may be identified in future analyses.

Mitigation/Conclusion. No mitigation measures are needed at this time; however future project-specific analysis will identify any noise impacts and describe appropriate mitigation measures. Listed below are mitigation measures typically used to mitigate noise impacts.

To minimize short-term construction noise impacts, the project will comply with the Noise Element of the San Luis Obispo County General Plan by limiting construction activities associated with the project to specific hours, as follows:

[N-1] All construction activities associated with the project shall occur between the hours of 7:00 A.M. and 6:00 P.M. Monday through Friday and from 9:00 A.M. and 5:00 P.M. on Saturday. There will be no construction activities on Sundays.

The following additional noise reduction measures may also be appropriate for some projects:

[N-2] Construction of acoustic barriers to shield nearby noise-sensitive land uses. For aesthetic concerns, the use of sound barriers or any other architectural features that could block views from scenic highway or other view corridors shall be discouraged to the extent feasible. Long expanses of walls or fences should be interrupted with offsets and provided with accents to prevent monotony. Whenever feasible, a combination of construction elements should be used, including solid fences, walls, and landscaped berms.

[N-3] Site/project redesign and use of buffers to ensure that future development is compatible with transportation facilities.

[N-3] Changes to transportation facility design. Examples include changes in proposed roadway alignment or construction of roadways so that they are depressed below grade of nearby sensitive land uses to create an effective barrier between the roadway and sensitive receptors.

[N-4] Use of low-noise pavements (e.g., rubberized asphalt).

These or other mitigation measures could potentially be used for these projects. Future analysis of individual projects may require additional measures. There is no indication at this time that the projects would result in noise impacts that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

9. POPULATION/HOUSING - <i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Displace existing housing or people, requiring construction of replacement housing elsewhere?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Create the need for substantial new housing in the area?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) <i>Use substantial amount of fuel or energy?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The project areas include a mix of housing types on a variety of lot sizes.

Impact. Future capital improvement projects would not displace existing housing. The projects will not result in a need for a significant amount of new housing.

Mitigation/Conclusion. No mitigation measures are needed at this time; however future project-specific analysis will identify any impacts to population/housing and describe appropriate mitigation measures. There is no indication at this time that the projects would result in impacts to population/housing that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

10. PUBLIC SERVICES/UTILITIES - <i>Will the project have an effect upon, or result in the need for new or altered public services in any of the following areas:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Fire protection?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Police protection (e.g., Sheriff, CHP)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Schools?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Roads?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Solid Wastes?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Other public facilities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

in the community (*Avila Beach Map A*). The capital projects funded by the Road Improvement Fee Program are not proposed in a location that will affect any trail, park, recreational resource, coastal access, and/or Natural Area.

Impact. The proposed projects involve road improvements, therefore impacts to recreation are not expected. Beneficial impacts include the addition of bike lanes on some projects, as the Road Improvement Fee Program requires any new facilities to be designed to current standards, which include bike lanes. The proposed project will not create a significant need for additional park or recreational resources. Nonetheless, larger projects will be analyzed in future CEQA analyses for their potential impacts to recreation.

Mitigation/Conclusion. No mitigation measures are needed at this time; however future project-specific analysis will identify any impacts to recreation and describe appropriate mitigation measures. There is no indication at this time that the projects would result in impacts to recreational resources that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

12. TRANSPORTATION/ CIRCULATION - <i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Increase vehicle trips to local or areawide circulation system?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Reduce existing "Levels of Service" on public roadway(s)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>Create unsafe conditions on public roadways (e.g., limited access, design features, sight distance, slow vehicles)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) <i>Provide for adequate emergency access?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Result in inadequate parking capacity?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) <i>Result in inadequate internal traffic circulation?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) <i>Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., pedestrian access, bus turnouts, bicycle racks, etc.)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) <i>Result in a change in air traffic patterns that may result in substantial safety risks?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The Road Improvement Fee Program was created to identify needs for transportation improvements in the Avila Beach area. The fee was established to address and fund these

improvements. In general, when the County improves a road, design includes all necessary improvements to accommodate all roadway users. As such the following are referenced in determining the road's final design:

- County General Plan Circulation Element Area and Specific Plans
- County Sidewalk Ordinance
- County Bikeways Plan
- County Public Improvement Standards
- Coordination with San Luis Obispo Regional Transit Authority

Therefore, circulation studies provide for the implementation of other County Plans.

Impact. Impacts to transportation will be beneficial. The program was created to impose fees on new development for the purpose of correcting transportation deficiencies created by new development. The capital improvement projects funded by the program will not result in an increase in the local population. Minor delays should be expected during construction of individual projects.

Mitigation/Conclusion. The Road Improvement Fee Program is itself mitigation for all new development in the Program Area. The fee is designed to fund road improvements that are identified as necessary due to new development in the Avila Area.

13. WASTEWATER - <i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Violate waste discharge requirements or Central Coast Basin Plan criteria for wastewater systems?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) <i>Change the quality of surface or ground water (e.g., nitrogen-loading, day-lighting)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Adversely affect community wastewater service provider?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The Avila Beach Community Services District provides wastewater service to the community of Avila Beach. The rural areas surrounding the community use on-site septic systems for wastewater treatment.

Impact. Road work may require temporary impacts to portions of the wastewater collection system during construction, however no significant impacts to wastewater are expected to occur from capital projects funded by Road Impact Fees. Transportation improvement projects will not introduce new generators of wastewater to the project area. If necessary a portable chemical toilet will be on site for use by construction crews.

Mitigation/Conclusion. No mitigation measures are needed at this time; however future project-specific analysis will identify any impacts to wastewater and describe appropriate mitigation measures. There is no indication at this time that the projects would result in impacts to wastewater

that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

14. WATER - Will the project:	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Violate any water quality standards?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Discharge into surface waters or otherwise alter surface water quality (e.g., turbidity, temperature, dissolved oxygen, etc.)?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Change the quality of groundwater (e.g., saltwater intrusion, nitrogen-loading, etc.)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Change the quantity or movement of available surface or ground water?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Adversely affect community water service provider?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The topography of the project areas varies from nearly level to steeply sloping. San Luis Obispo Creek is the dominant stream in the area, with other smaller tributary streams.

Water Supply

Avila Beach’s water source is treated surface water from Lopez Lake, supplied by the Avila Beach Community Services District (CSD). This water supply is considered to be stable. The rural areas around the community rely on on-site wells.

Water Quality

Construction of capital improvement projects will involve temporary disturbance, partial or full closure of existing roadways, materials storage, and contractor staging areas. Exposed and freshly disturbed soils, heavy equipment utilizing diesel fuel and hydraulics, and road surface materials all pose a threat to water quality during the construction period.

Projects involving more than one acre of disturbance are subject to preparing a Storm Water Pollution Prevention Plan (SWPPP) to minimize on-site sedimentation and erosion. When work is done in the rainy season, the County Ordinance requires that temporary sedimentation and erosion control measures be installed during the rainy season.

Impact. Construction of capital improvement projects will involve temporary disturbance, partial or full closure of existing roadways, materials storage, and contractor staging areas. Exposed and freshly disturbed soils, heavy equipment utilizing diesel fuel and hydraulic fluids, and road surface materials all pose a threat to water quality during the construction period. Soil along existing roadways may be exposed during the construction phase of larger capital improvement projects. Adverse water quality impacts could result from the release of fine sediments into any potential nearby creeks or rivers, and the accidental release of petroleum products from construction equipment. Projects such as road widenings will increase the amount of impervious surfaces, and may result in an incremental increase

in flood potential, reduction in groundwater recharge and/or direct discharge of pollutants into waterways.

Water may be required during construction for dust control and to achieve compaction specifications. The water requirements for construction will be short term and are expected to be insignificant. Larger scale improvements will be subject to project-specific environmental analysis. Design of these larger scale projects has not been initiated; therefore details are insufficient to identify and describe impacts to water resources. Nonetheless, potentially significant impacts to water resources may be identified in future analyses.

Mitigation/Conclusion. No mitigation measures are needed at this time; however future project-specific analysis will identify any impacts to water resources and describe appropriate mitigation measures. Listed below are mitigation measures typically used to mitigate impacts to water.

Construction will follow standard drainage, erosion and sedimentation control measures, minimizing impacts to any water resources. Soils exposed during construction will be hydroseeded and planted. In addition to the above-listed Geology and Soils erosion control mitigation measures in Section 6, the following mitigation measures may reduce the potential impacts:

- [WR-1] All project-related spills of hazardous materials shall be cleaned up immediately.
- [WR-2] On a daily basis, check and maintain all equipment and vehicles that would be operated within the identified work area to ensure proper operation and avoid potential leaks or spills.
- [WR-3] Evaluate potential increases in surface water runoff volume for each circulation improvement project with the potential to have significant effects on drainage ways prior to final design approval. If it is found that increased runoff or increased flood hazards will result from the projects, site-specific measures to control runoff (i.e., the use of detention or retention basins, french drains, vegetated swales and medians, or other techniques designed to delay peak flows) shall be implemented.
- [WR-4] Direct runoff into subsurface percolation basins and traps that would allow for the removal of sediment, urban pollutants, fertilizers, pesticides, and other chemicals.
- [WR-5] Employ best management practices (BMPs) to control the discharge of materials from the site and into creeks and local storm drains. BMP methods may include, but would not be limited to, the use of temporary retention basins, straw bales, sand bagging, mulching, erosion control blankets, soil stabilizers, and native erosion control grass seed.
- [WR-6] Incorporate Low Impact Development (LID) techniques, including best management practices (BMPs) and integrated management practices (IMPs), into the roadway improvements. LID techniques that infiltrate, filter, store, evaporate, and detain runoff shall be encouraged in order to reduce stormwater runoff, improve water quality, and increase recharge of the groundwater basin.
- [WR-7] Employ porous pavement materials, where feasible, to allow for groundwater percolation.
- [WR-8] Thoroughly evaluate the drainage and groundwater recharge characteristics of the area in which a circulation improvement is proposed prior to the finalization of project design. In those instances where the capacity of the existing or planned stormwater drainage systems may be exceeded, identify appropriate site-specific measures to control surface runoff and to detain surface water runoff on-site, if feasible. Based on the results of the

drainage/groundwater recharge evaluation, any proposed improvement project shall be designed to minimize the area of impervious surface and to maintain existing drainage/groundwater recharge patterns to the extent practicable.

These or other mitigation measures could potentially be used for these projects. Future analysis of individual projects may require additional measures. There is no indication at this time that the projects would result in impacts to water resources that could not be mitigated to a level of insignificance with the incorporation of standard mitigation measures.

15. LAND USE - Will the project:	Inconsistent	Potentially Inconsistent	Consistent	Not Applicable
a) <i>Be potentially inconsistent with land use, policy/regulation (e.g., general plan [county land use element and ordinance], local coastal plan, specific plan, Clean Air Plan, etc.) adopted to avoid or mitigate for environmental effects?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Be potentially inconsistent with any habitat or community conservation plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Be potentially inconsistent with adopted agency environmental plans or policies with jurisdiction over the project?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Be potentially incompatible with surrounding land uses?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting/Impact. Surrounding uses vary depending on the location. Referrals were sent to outside agencies to review for policy consistencies (e.g., CAL FIRE for Fire Code, APCD for Clean Air Plan, etc.). The projectw were found to be consistent with these documents (refer also to Exhibit A on reference documents used). None of the improvement projects are within or adjacent to a Habitat Conservation Plan area. The project is consistent or compatible with the surrounding uses.

The projects are limited to the road and associated work. The projects will be consistent with the surrounding land uses and will facilitate efficient and safe movement of people through the area. The projects within the Coastal Zone (the traffic signals on San Luis Bay Drive at San Miguel Street and San Luis Street) may require that a Coastal Development Permit (CDP) be processed. The projects at the Highway 101 interchanges are outside of the Coastal Zone, therefore no CDP would be required.

Mitigation/Conclusion. No inconsistencies were identified and therefore no additional measures above what will already be required were determined necessary.

16. MANDATORY FINDINGS OF SIGNIFICANCE - <i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

For further information on CEQA or the county’s environmental review process, please visit the County’s web site at “www.sloplanning.org” under “Environmental Information”, or the California Environmental Resources Evaluation System at: http://www.ceres.ca.gov/topic/env_law/ceqa/guidelines for information about the California Environmental Quality Act.

Exhibit A - Initial Study References and Agency Contacts

The County Planning or Environmental Divisions have contacted various agencies for their comments on the proposed project. With respect to the subject application, the following have been contacted (marked with an ☒) and when a response was made, it is either attached or in the application file:

<u>Contacted</u>	<u>Agency</u>	<u>Response</u>
<input checked="" type="checkbox"/>	County Public Works Department	Proponent
<input type="checkbox"/>	County Environmental Health Division	Not Applicable
<input checked="" type="checkbox"/>	County Agricultural Commissioner's Office	Attached
<input type="checkbox"/>	County Airport Manager	Not Applicable
<input type="checkbox"/>	Airport Land Use Commission	Not Applicable
<input checked="" type="checkbox"/>	Air Pollution Control District	In File**
<input type="checkbox"/>	County Sheriff's Department	Not Applicable
<input checked="" type="checkbox"/>	Regional Water Quality Control Board	None
<input checked="" type="checkbox"/>	CA Coastal Commission	None
<input checked="" type="checkbox"/>	CA Department of Fish and Game	None
<input checked="" type="checkbox"/>	CA Department of Forestry (Cal Fire)	In File**
<input checked="" type="checkbox"/>	CA Department of Transportation	None
<input type="checkbox"/>	Community Service District	Not Applicable
<input checked="" type="checkbox"/>	Other <u>Avila Valley Advisory Council</u>	In File**
<input type="checkbox"/>	Other _____	Not Applicable

** "No comment" or "No concerns"-type responses are usually not attached

The following checked ("☒") reference materials have been used in the environmental review for the proposed project and are hereby incorporated by reference into the Initial Study. The following information is available at the County Planning and Building Department.

<input checked="" type="checkbox"/> Project File for the Subject Application	<input type="checkbox"/> Area Plan and Update EIR
<u>County documents</u>	<u>Other documents</u>
<input type="checkbox"/> Airport Land Use Plans	<input checked="" type="checkbox"/> Archaeological Resources Map
<input checked="" type="checkbox"/> Annual Resource Summary Report	<input checked="" type="checkbox"/> Area of Critical Concerns Map
<input type="checkbox"/> Building and Construction Ordinance	<input checked="" type="checkbox"/> Areas of Special Biological Importance Map
<input type="checkbox"/> Coastal Policies	<input checked="" type="checkbox"/> California Natural Species Diversity Database
<input checked="" type="checkbox"/> Framework for Planning (Coastal/Inland)	<input checked="" type="checkbox"/> Clean Air Plan
<input checked="" type="checkbox"/> General Plan (Inland/Coastal), including all maps & elements; more pertinent elements considered include:	<input checked="" type="checkbox"/> Fire Hazard Severity Map
<input checked="" type="checkbox"/> Agriculture Element	<input checked="" type="checkbox"/> Flood Hazard Maps
<input checked="" type="checkbox"/> Conservation & Open Space Element (includes Energy, Conservation)	<input checked="" type="checkbox"/> Natural Resources Conservation Service Soil Survey for SLO County
<input checked="" type="checkbox"/> Housing Element	<input checked="" type="checkbox"/> Regional Transportation Plan
<input checked="" type="checkbox"/> Noise Element	<input checked="" type="checkbox"/> Uniform Fire Code
<input type="checkbox"/> Parks & Recreation Element	<input checked="" type="checkbox"/> Water Quality Control Plan (Central Coast Basin – Region 3)
<input checked="" type="checkbox"/> Safety Element	<input checked="" type="checkbox"/> GIS mapping layers (e.g., Biology, geology, streams, slope, fire, hazards, transportation, water, etc.)
<input checked="" type="checkbox"/> Land Use Ordinance	<input type="checkbox"/> Other _____
<input type="checkbox"/> Real Property Division Ordinance	
<input type="checkbox"/> Solid Waste Management Plan	
<input type="checkbox"/> Circulation Study	

In addition, the following project specific information and/or reference materials have been considered as a part of the Initial Study:

2009 Update, Avila Circulation Study. County of San Luis Obispo, Department of Public Works. September 2010.

2010 Update, Avila Circulation Study. County of San Luis Obispo, Department of Public Works. September 2010.

Mitigation Monitoring Plan

The purpose of a Mitigation Monitoring Plan is to provide a program to examine, document and record compliance with the environmental plans and specifications pertinent to the proposed project, in order to comply with Section 21081.6 of the California Environmental Quality Act (CEQA). This plan provides the standards and methods necessary to ensure and document the implementation of the environmental mitigation measures which have been included in the project description as well as with the conditions of approval placed on project permits. Responsibility for ensuring successful implementation of the Mitigation Monitoring Plan lies with the County of San Luis Obispo, as the project proponent and Lead Agency for the project under CEQA.

If the recommended mitigation measures and monitoring plan are implemented successfully, the potential significant adverse effects stemming from project construction will be reduced to a level of insignificance.

Mitigation monitoring will be carried out by the Environmental Programs Division of the County's Department of Public Works. The Environmental Programs Division provides environmental services to the Department of Public Works, including mitigation compliance and monitoring, with CEQA oversight by the County's Environmental Coordinator.

Upon approval of the CEQA document, and issuance of all required permits, the Environmental Programs Division will assign internal responsibility for compliance with each mitigation measure to one or more members of the project team. Responsible parties include the Environmental Programs Division, the Project Manager (PM), the Resident Engineer (RE), and/or on-site monitors.

Mitigation measures are organized into project design, pre-construction, construction, and post construction tasks. Compliance with mitigation measures is documented in the project file through written reports, accompanied by project photos where necessary. Post construction monitoring of revegetation and other project components is documented by yearly reports, on a schedule typically determined by one or more of the project permits. Depending on the complexity of the post construction mitigation effort, tasks will be carried out by county staff or technical experts under contract to the County. Post construction monitoring is typically conducted for three to five years, depending on permit requirements and success criteria.

Where necessary, construction personnel will be required to attend a crew orientation meeting. The meeting will be conducted by the RE and will be used to acquaint the construction crews with the environmental sensitivities of the project site. The orientation meeting shall place an emphasis on the need for adherence to the mitigation measures and permit conditions as well as the need for cooperation and communication among all parties concerned (i.e., RE, Environmental Programs Division, Environmental Coordinator, construction personnel) in working together to solve problems and arrive at solutions in the field.

Exhibit A 2010 Update Avila Circulation Study

On November 14, 1989 the Board of Supervisors approved the Avila Circulation Study and adopted a Resolution imposing road improvement fees on new development under the provisions of Ordinance 2379. The Board adopted the most recent update of the Avila Circulation Study on December 1, 2009.

Building Activity

Since the last update, five residential permits were issued, four for single-family residences and one multifamily residence. The reporting period of this update is from July 1, 2009 through June 30, 2010.

Road Improvement Fund

During the 2008/2009 fiscal year the fund received approximately \$25,400.00 in new fees and \$2,500 in interest. At the end of the 2009/2010 fiscal year there was approximately \$382,110 in the account.

Fee Appeals

There were no Road Improvement Fee appeals since the last update.

TRANSPORTATION IMPROVEMENTS

The Avila Circulation Study contains a list of recommended improvements for several modes of transportation in the community as well as projects from the adopted Capital Improvement Program that are funded through Road Improvement Fees.

ROADWAY WIDTHS

The community has expressed concerns about the minimum widths of some roads in Avila Beach. The concerns are that due to the traffic and parking demands associated with the beach, narrower roads are not desirable and could create conflicts between the parking/automobile and pedestrian traffic. As such the minimum roadway travel way in the Avila Beach Community should be 12 feet per lane.

EVENT POLICY

The community has expressed a desire to encourage the use of shuttles and intercept parking for all special events in the Avila Valley. This is consistent with goals 2 and 3 of the Circulation Study which are;

Goal 2: To ensure that special events in the Avila Valley provide adequate access management.

Goal 3: To expand the use of alternative forms of transportation in the Avila Valley

In order to implement these goals any special event that provides a traffic control plan should look at using intercept parking lots and shuttles as part of the management plan.

PROJECTS UNDER DEVELOPMENT

Installation of a Traffic Signal at Avila Beach Drive and First Street \$300,000

The project will install a traffic signal, a crosswalk, and streetlights at this intersection. The number of pedestrians and bicyclists is anticipated to increase with the extension of the Bob Jones Bike Trail and the signal is needed to accommodate the crossing of this traffic by including a dedicated bicycle and pedestrian phase. With the completion of the traffic signal, the Public Works Department intends to remove the current pedestrian crossing at Avila Beach Drive and San Miguel Street since the permanent signal provides increased sight distance creating a better location for pedestrian's traffic to cross.

Currently the traffic signal is designed and ready to proceed with construction. In addition, the Parks Department is working with the adjacent property owners on coordinating the extension of the Bob Jones Trail to this location. The intent of the County is to coordinate the construction of both projects to minimize the impact to the community.

Construction is scheduled for the winter of 2011.

This is a project that is identified in the Circulation Study as payable with impact fees; however there is funding for the signal from PG&E fees that will cover most of the construction costs.

Bob Jones Bikeway Extension \$375,000

The project consists of the relocation of the entrance/exit of the Bob Jones Bikeway from its current location on San Miguel Street to a new location on First Street. This project is being developed by the County Parks Department, and will be coordinated with the installation of the traffic signal at Avila Beach Drive and First Street.

Construction is scheduled for the winter of 2011.

Funding is from Unocal Funds.

San Luis Bay Drive and US 101 Project Study Report \$250,000

The multi-year project will prepare a Project Study Report to evaluate long-term solutions to relieve projected congestion issues at the interchange and adjacent intersections at buildout. This will include a detailed analysis of the interaction of the intersection of San Luis Bay Drive and US 101 and Ontario Road. This report will also refine construction estimates and identify potential environmental and right-of-way impacts. This report is necessary in order to achieve agreement from CalTrans and other stakeholders about changes to the operation of the interchange. In the meantime the County is pursuing an Operation Feasibility Study to identify short and long term mitigation measures.

The project study report is anticipated to be started in 2010

Funding will be from the Roadway Impact Fees.

Pedestrian Walkway - Port San Luis to Unocal Pier (Study Only) \$300,000

The report will identify corridor options for the Avila to Harford Pier Path. The multi-use path would extend from First Street to Harford Pier. In addition, the project will include an analysis

of options for crossing San Luis Obispo Creek. The lead agency for this project is the County Parks Department and the available funds should bring the project to a point that it is ready for construction.

Funding for the project development is from PG&E Steam Generator Mitigation Funds.

Study Intersection Operations at See Canyon Road **\$10,000**

The community has continuing concerns with the operation of the intersection of San Luis Bay Drive and See Canyon Road/ Bellevue-Santa Fe Charter School Driveway. County Staff will be preparing a report detailing the current operation of the intersection and exploring the available options to modify the intersection.

A draft report was submitted to the AVAC Land Use Committee in September.

Funding sources are still being identified.

ROAD IMPROVEMENT FEES

Since the last update, the Caltrans Construction Price index has decreased by 6.8%. This decrease is due to lower than anticipated bid openings throughout the state over the summer. The lower bids appear to be related to the current economic conditions, and the costs of the labor and materials needed for constructing these projects have not decreased. This leads us to believe that the current low construction costs will not continue for the long run. The costs associated with the bond are fixed and would not be reevaluated using this method.

Staff is recommending continuing the fees at their current schedule for this year and recalculating the fee next year using new cost estimates and the Caltrans Construction Cost Index, (any change based on the index would use the baseline at the time of the 2009 update, which was 253.3 basis points).

The fees are listed in the table below.

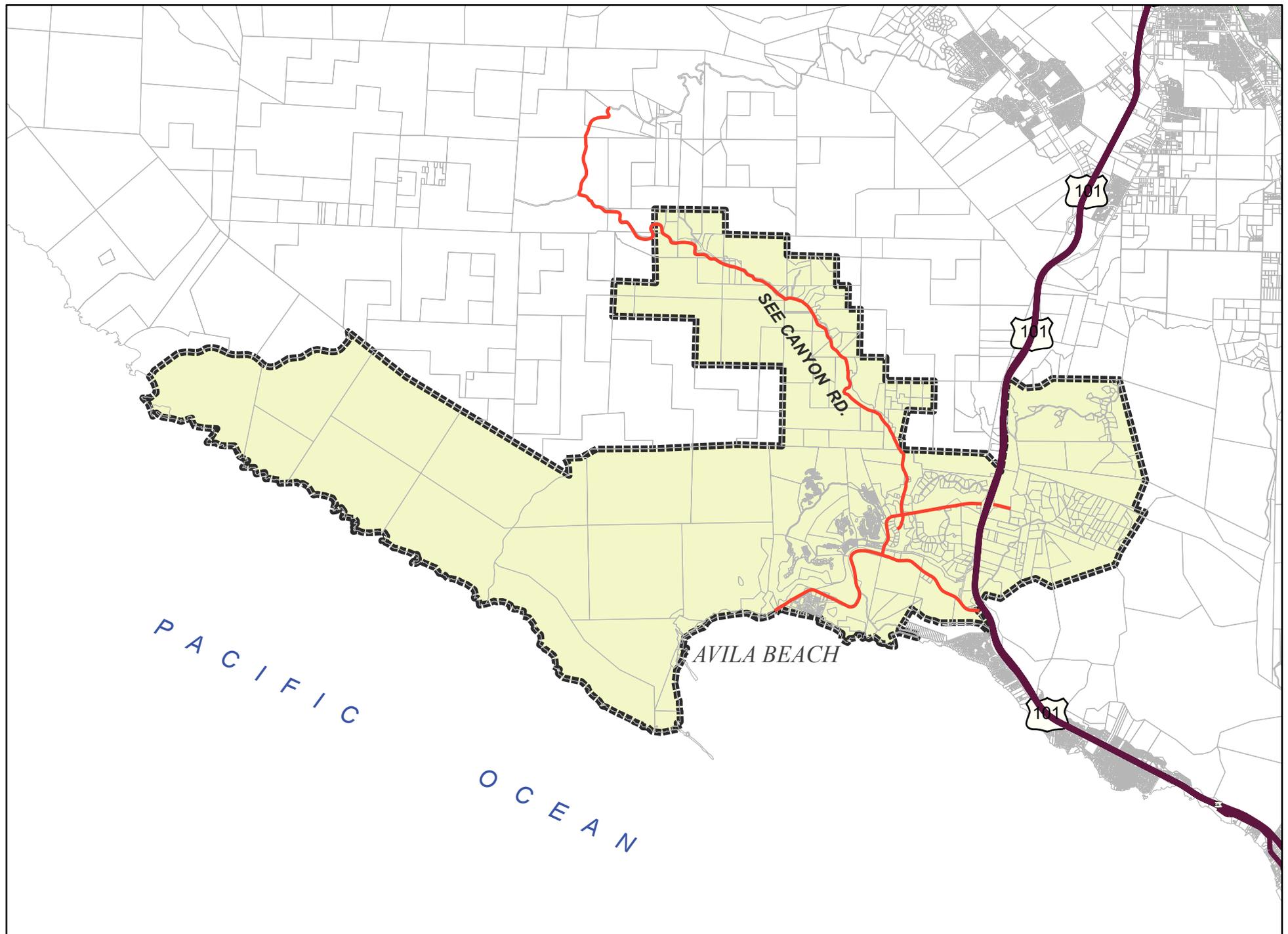
Land Use	Fee
Residential	\$4,146/pht
Retail	\$4,146/pht
Other	\$4,146/pht

Attachments

Figure 1 - Map of Study Area

Table A - Capital Improvement Projects Table

Table B - Road Impact Fee Fund Balance



AVILA ROAD FEE AREA

Avila Capital Improvement Program								
2009 Update								
Priority	Project	Cost Estimate	Less			Funding From Impact Fees	Other Funding	Expected Construction Commencement ⁽¹⁾
			Existing Deficiencies	Other Sources	Through Traffic			
San Luis Bay Drive								
	San Luis Creek Bridge Replacement	\$6,935,420		\$5,418,106		\$1,517,314	HBRR/RSHA/TEA	Complete
10	Widening for Bike Lanes	\$822,824		\$822,824		\$0	APCD (potential)	2025
2	Study Intersection Operations at See Canyon Road	\$10,000		\$10,000		\$0	To Be Determined	2010
Avila Beach Drive								
11	Widening for Bike Lanes	\$2,250,838		\$2,250,838		\$0	APCD (potential)	2020
9	Signal - San Miguel Street and Intersection Improvements	\$240,500				\$240,500		2025
12	Signal - San Luis Street and Intersection Improvements	\$227,500				\$227,500		2025
1	Signal - First Street and Intersection Improvements	\$260,000				\$260,000		2010
3	Pedestrian Walkway - Port San Luis to CalPoly Pier*	\$300,000		\$300,000		\$0	PG&E Steam Generator Mitigation Funds	2011
6	Construct 100 Stall Intercept Parking Lot	\$1,093,178		\$1,093,178		\$0	County Parking In-Lieu Fee Program/APCD	2020
Ontario Road								
	Widening for Bike Lanes	\$650,600		\$650,600		\$0	APCD (potential)	Complete
State Route 101								
8	Modify Avila Interchange	\$7,920,000		\$3,960,000		\$3,960,000	STIP (potential)	2020
7	San Luis Bay Drive @ SR 101 Bridge Widening	\$4,000,000		\$2,000,000		\$2,000,000	STIP (potential)	2015
4	San Luis Bay Drive Interchange Project Study Report	\$250,000				\$250,000		2012
Cave Landing Bike Trails								
5	Construct Trail Between Shell Beach and Avila Beach	\$379,000		\$379,000		\$0	Department of Fish and Game	2012
Totals		\$25,339,860		\$16,884,546	\$0	\$8,455,314		

* Current funding should complete the final plans and environmental work. Other sources will have to be identified for construction.

Budgeted Projects Funded from Avila RIF			Total As of
			06/30/10
Project #	Description	Budgeted 2009/10	
	AVILA RIF - Beginning Cash Balance		363,321.78
	Fees	12,000	25,393.00
	Interest	5,000	2,481.90
	Subtotal Cash Balance		391,196.68
	Project Costs:	Budgeted 2009/10	Total Spent This Fiscal Year As of
			06/30/10
300181	San Luis Bay Dr Bridge Widening	-	8,368.23
300364	San Luis Bay Dr Interchange	199,910	376.99
245R12C123	AVILA TRAFFIC STUDIES	6,000	2,017
	Totals	205,910	10,762.06
	Ending Cash Balance		380,434.62

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COUNTY OF SAN LUIS OBISPO

Department of Agriculture/Weights and Measures

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JUN 28 2011

COUNTY OF SAN LUIS OBISPO
DEPARTMENT OF PUBLIC WORKS

DATE: June 27, 2011

TO: Eric Wier, Environmental Resource Specialist

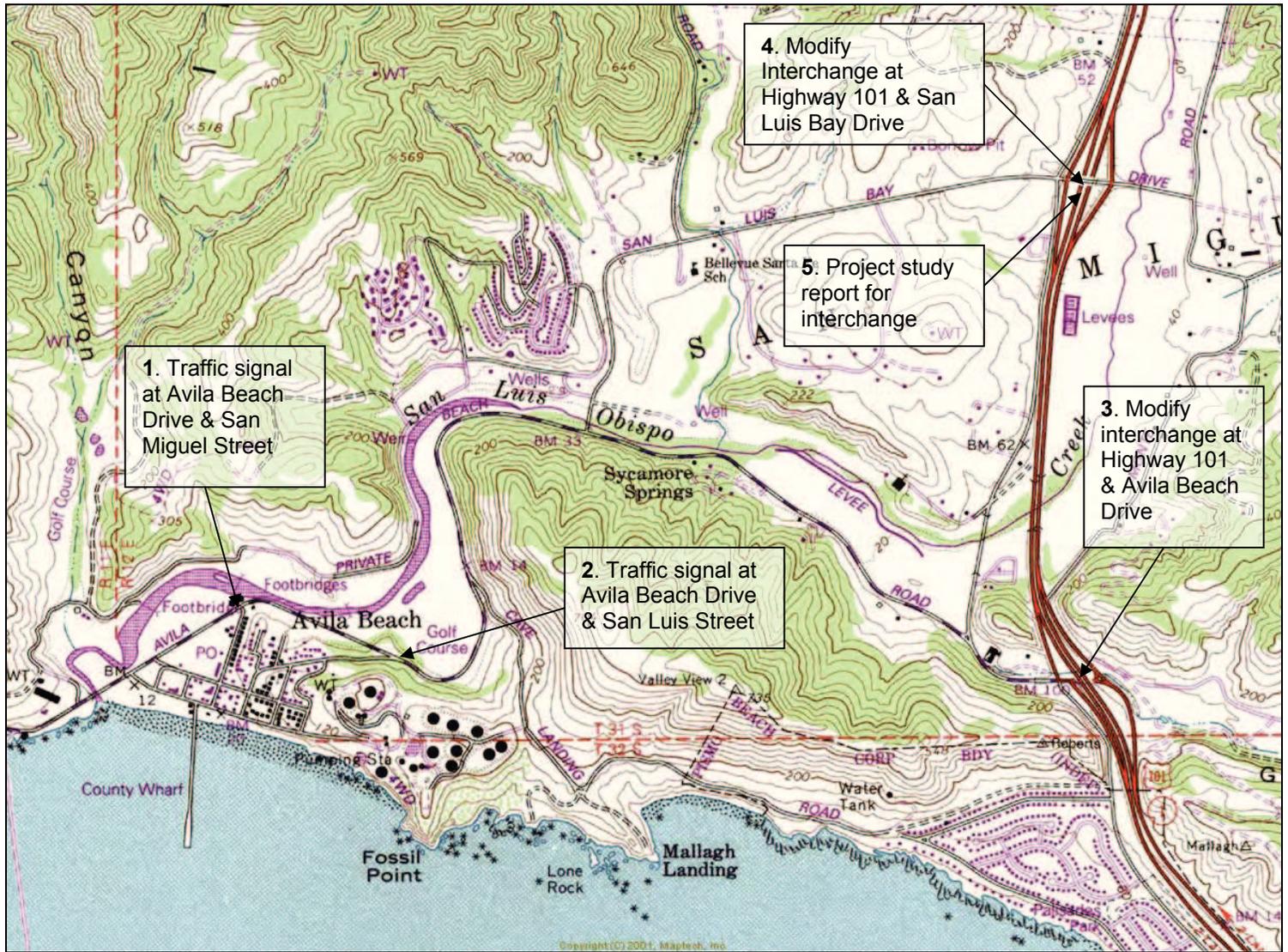
FROM: Lynda L. Auchinachie, Agriculture Department

SUBJECT 2011 Department of Public Works Transportation and Circulation Studies (1589)

Thank you for the opportunity to review and comment on the 2011 Transportation and Circulation Studies. The studies address the need for capacity related transportation improvements necessary to offset cumulative traffic impacts on community infrastructure that result from new development. The studies identify the location for potential improvement projects and many of the projects are located within agricultural areas. It is not possible to identify project specific impacts based on current information; however, a variety of impacts to agricultural resources and operations may result from the proposed improvements and such potential impacts should be evaluated during subsequent project specific environmental review. Impacts may include, but not be limited to, the following:

- direct and indirect conversion of agricultural resources, including Important Agricultural Soils, to nonagricultural uses
- temporary and/or permanent access limitations to agricultural operations
- necessity for infrastructure relocation
- land use incompatibilities and operational restrictions during construction
- Williamson Act public land acquisition

These comments and recommendations are based on policies in the San Luis Obispo County Agriculture Element, Conservation and Open Space Element, the Land Use Ordinance, the California Environmental Quality Act (CEQA), and on current departmental policy to protect agricultural resources and to provide for public health, safety and welfare while mitigating negative impacts of development to agriculture. If I can be of further assistance, please contact me at 781-5914.



Avila Circulation Study; 245R12C123

Location Map (Source: USGS Pismo Beach Quad)