COUNTY OF SAN LUIS OBISPO
MITIGATED NEGATIVE DECLARATION & NOTICE OF DETERMINATION

ENVIRONMENTAL DETERMINATION NO. ED10-176 **DATE: October 27, 2011**

PROJECT/ENTITLEMENT: Public Works – South County Circulation Study, 245R12C121 & 245R12C122

APPLICANT NAME: County of San Luis Obispo, Department of Public Works
ADDRESS: County Government Center, Room 207
San Luis Obispo, CA 93408

CONTACT PERSON: Eric Wier, Environmental Resources Division **Telephone:** (805) 788-2766

PROPOSED USES/INTENT: The Department of Public Works proposes to update the South County Circulation Study. The update will review the ongoing road improvement fee program, including the level of fees charged to new development, and suggested improvements. The focus of the Circulation Study is to identify and correct capacity deficiencies related to new development. Road impact fee monies can only be applied to projects that correct capacity deficiencies.

LOCATION: The two South County Road Fee Areas encompass the Nipomo Mesa, including the Nipomo urban area, and Palo Mesa and Callender-Garrett village areas, and portions of the rural area to the east. The projects planned to use road fees are within or adjacent to the Agriculture, Commercial Retail, Recreation, Residential Multi-Family, Residential Rural, Residential Single Family and Residential Suburban land use categories in the South County planning area, Fourth Supervisorial district.

LEAD AGENCY: County of San Luis Obispo
Department of Planning & Building
County Government Center, Room 310
San Luis Obispo, CA 93408

OTHER POTENTIAL PERMITTING AGENCIES: None

ADDITIONAL INFORMATION: Additional information pertaining to this environmental determination may be obtained by contacting the above Lead Agency address or (805) 781-5600.

COUNTY "REQUEST FOR REVIEW" PERIOD ENDS AT .....4:30 p.m. on November 10, 2011
(Circle one) 20-DAY 30-DAY PUBLIC REVIEW PERIOD begins at the time of notice publication

Notice of Determination
State Clearinghouse No. _____

This is to advise that the San Luis Obispo County_____as ☐ *Lead Agency* ☐ *Responsible Agency* approved/denied the above described project on _____, and has made the following determinations regarding the above described project:

The project will not have a significant effect on the environment. A Negative Declaration was prepared for this project pursuant to the provisions of CEQA. Mitigation measures were made a condition of the approval of the project. A Statement of Overriding Considerations was not adopted for this project. Findings were made pursuant to the provisions of CEQA.

This is to certify that the Negative Declaration with comments and responses and record of project approval is available to the General Public at:

Department of Planning and Building, County of San Luis Obispo,
County Government Center, Room 310, San Luis Obispo, CA 93408-2040

County of San Luis Obispo

Signature	Title	Date	Public Agency

SOUTH COUNTY CIRCULATION STUDY

ED10-176 (245R12C121 & 245R12C122)

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: ED10-176 (245R12C121 & 245R12C122) SCH Number: _____

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

Abstract

The County of San Luis Obispo, Department of Public Works proposes to update the South County Circulation Study. The South County Road Fee Areas encompass the Nipomo Mesa, including the Nipomo urban area, and Palo Mesa and Callender-Garrett village areas, and portions of the rural area to the east, in the South County planning area. The projects are within several land use categories in the South County planning area, Fourth 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, Project Manager
County Department of Public Works
County Government Center, Room 207
San Luis Obispo, CA 93408
(805) 781-1406

This proposed Mitigated Negative Declaration has been issued by:

10. 18. 2011 — Ellen Carroll
Date — Ellen Carroll, Environmental Coordinator
County of San Luis Obispo

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

10/20/10 — Dave Flynn
Date — for 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 – South County Circulation Study Update; ED10-176 (245R12C121, 245R12C122)**

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.

☒ Aesthetics	☒ Geology and Soils	☐ Recreation
☒ Agricultural Resources	☒ Hazards/Hazardous Materials	☐ Transportation/Circulation
☒ Air Quality	☒ Noise	☐ Wastewater
☒ Biological Resources	☐ Population/Housing	☒ Water
☒ Cultural Resources	☐ Public Services/Utilities	☐ 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	Kelly Sypolt for Eric Wier	10/18/11
Prepared by (Print)	Signature	Date

Murry Wilson		Ellen Carroll, Environmental Coordinator (for)	10/18/11
Reviewed by (Print)	Signature		Date

Project Environmental Analysis

This Initial Study is intended to serve as the 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 is a document that provides a description of the proposed project and a detailed review of the information in the file for the project. In addition, available background information, including information on the project, the site and its surroundings, environmental characteristics, geologic information, significant vegetation and/or wildlife resources, water resources, cultural resources, and other information relevant to the environmental review process are analyzed for each project. Exhibit A includes the references used, as well as the agencies or groups that were contacted as a part of the review process. Exhibit A also includes a brief description of the purpose and intent of the research accomplished during the initial environmental review of the project.

Questions or requests for additional information regarding the environmental review process for a project should contact the County of San Luis Obispo, Environmental Coordinator, Rm 200, County Government Center, San Luis Obispo, CA 93408-2040 or call (805) 781-5600.

A. PROJECT

Dana Ranch - The Lead - is required by the Department of Public Works to update the South County Circulation Study (SCCS) to reflect the impact of the Dana Ranch development on the South County. Creating the need of trips charged to new development, and suggested improvements, 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 the development project. The South County Road Fee Areas encompass the Nipomo Mesa, Los Ranchos, Los Ranchos Extension, Los Ranchos Tier 2, Los Ranchos Tier 3 Fee Areas, and portions of the rural area to the west in the South County planning area (attached figure).

Background

Circulation Studies

Traffic simulation studies address the need for capacity related transportation improvements necessitated by the cumulative effect of the traffic generated by existing and future land use and development. Circulation studies identify needed improvements and include the costs and potential funding sources for the improvements. The costs of the improvements are then allocated and charged 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 the development project. The South County Road Fee Areas encompass the Nipomo Mesa, Los Ranchos, Los Ranchos Extension, Los Ranchos Tier 2, Los Ranchos Tier 3 Fee Areas, and portions of the rural area to the west in the South County planning area (attached figure).

The focus of the Circulation Study is to identify and correct capacity deficiencies related to new development. The Mitigation Fee Act (Government Code Section 66000) and the Quimby Act (Government Code Section 66000). Other projects related to safety, bicycle, pedestrian, public transit, and other non-capacity related improvements are not included in the Circulation Study. These 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

The Final Environmental Impact Report for the South County Area Plan, Inland Portion, was prepared in May 1991 and approved in March 1994. The Final EIR for the area plan update identifies existing traffic and capacities for major roads in the planning area. The Final EIR 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 for the Nipomo area 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.

South County Circulation Study

In April 1987 the Board of Supervisors (BOS) approved the Nipomo Circulation Study. The most recent update was adopted by the BOS on December 1, 2009. The 2010 update of the South County Circulation Study identifies capital improvement projects which would use road impact fees (Tables 1 & 2).

Table 1. South County Circulation Study Capital Projects to Use Road Impact Fees (Area 1)

USGS Map Reference Number*	Project	Cost Estimate	Percent from Impact Fees
1	Widen Hill Street from Mary Avenue to South Frontage Road: two 12-foot lanes, one left-turn lane and two 5-foot bike lanes	$1,612,500	100%
2	Improve Orchard Avenue from Tefft Street to Division Street: three 12-foot lanes, two 5-foot bike lanes	$1,236,250	100%
3	Realign and widen South Frontage Road from Tefft Street to Grande Avenue	$2,042,500	100%
4	Relocate southbound on-ramp; modify bridge and signals at Tefft Street and Hwy 101	$16,125,000	100%
5	Construct North Frontage Road from Sandydale Road to Willow Road: two 12-foot lanes and two 8-foot shoulders	$5,000,000	100%
6	Install traffic signal at intersection of Division Street and South Frontage Road	$322,500	100%
7	Install traffic signal at intersection of Grande Avenue and South Frontage Road	$322,500	100%
8	Install traffic signal at intersection of Juniper Street and Mary Avenue	$322,500	100%
9	Install traffic signal at intersection of South Frontage Road and Hill Street	$200,000	100%

Table 2. South County Circulation Study Capital Projects to Use Road Impact Fees (Area 2)

USGS Map Reference Number*	Project	Cost Estimate	Percent from Impact Fees
1	On El Campo Road from Halcyon Road to Los Berros Road construct two 8-foot shoulders	$2,703,625	100%
2	At Halcyon Road and Highway 1 modify intersections	$5,375,000	100%
3	On Los Berros Road from Valley Road to El Campo Road install left-turn channelization at El Campo Road and Century Lane and provide two 8-foot shoulders	$5,634,075	96%
4	On Los Berros Road from El Campo Road to Quailwood Lane install left-turn channelization at Pomeroy and Stanton and	$2,318,775	74%

	provide two 8-foot shoulders		
5	On Los Berros Road from Quailwood Lane to Hwy 101 install left-turn channelization at Dale Avenue and provide two 8-foot shoulders	$2,993,875	83%
6	At Los Berros Road/Thompson Road/Highway 101 interchange from North Frontage Road to Cimmaron Road widen pavement and provide channelization	$1,290,000	100%
7	On Highway 1 from Willow Road to 1.3 miles west of Willow Road provide two 6-foot shoulders and one left-turn lane	$3,762,500	86%
8	Install traffic signal at intersection of Los Berros Road and Highway 101 southbound ramps and modify intersection by adding turn lanes	$322,500	73%
9	Install traffic signal at intersection of Thompson Avenue and Highway 101 northbound ramps and modify intersection by adding turn lanes	$322,500	73%

Table 3. Summary Environmental Setting at Capital Improvement Project Sites (Area 1)

USGS Map Reference Number*	Project	Summary Environmental Setting
1	Widen Hill Street from Mary Avenue to South Frontage Road	Disturbed from roadway construction; ruderal, grassland, eucalyptus; moderate cultural resources potential
2	Improve Orchard Avenue from Tefft Street to Division Street	Highly disturbed from roadway construction and development; ruderal, grassland, eucalyptus; low cultural resources potential
3	Realign and widen South Frontage Road from Tefft Street to Grande Avenue	Highly disturbed from roadway construction and development; ruderal; low cultural resources potential
4	Relocate southbound on-ramp; modify bridge and signals at Tefft Street and Hwy 101	Highly disturbed from highway construction; ruderal, ornamental landscaping; low cultural resources potential
5	Construct North Frontage Road from Sandydale Road to Willow Road	Disturbed from agricultural activity; grassland, ruderal, oak woodland, agriculture; moderate cultural resources potential
6	Traffic signal at Division Street and South Frontage Road	Highly disturbed from roadway construction and development; ruderal, ornamental landscaping; low cultural resources potential
7	Traffic signal at intersection of Grande Avenue and South Frontage Road	Disturbed from roadway construction and development; ruderal, ornamental landscaping; moderate cultural resources potential
8	Traffic signal at intersection of Juniper Street and Mary Avenue	Disturbed from roadway construction and development; ruderal, grassland; moderate cultural resources potential
9	Traffic signal at intersection of South Frontage Road and Hill Street	Disturbed from roadway construction; ruderal, grassland, eucalyptus; moderate cultural resources potential

* See attached USGS map

Table 4. Summary Environmental Setting at Capital Improvement Project Sites (Area 2)

USGS Map Reference Number*	Project	Summary Environmental Setting
1	El Campo Road from Los Berros Road to Halcyon Road	Disturbed from roadway construction; grassland, eucalyptus, oak woodland, agricultural land and ornamental landscaping; moderate cultural resources potential
2	Halcyon Road and Highway 1 intersection improvements	Highly disturbed from roadway and flood channel construction; cropland; Arroyo Grande Creek channel with associated habitat values; low cultural resources potential
3	Los Berros Road from Valley Road to El Campo Road	Disturbed from roadway construction; Los Berros Creek channel, oak woodland, chaparral, ornamental landscaping, agriculture; moderate cultural resources potential
4	Los Berros Road from El Campo Road to Quailwood Lane	Highly disturbed from roadway construction, agriculture and development; ruderal, riparian woodland, ornamental landscaping and agriculture; moderate cultural resources potential
5	Los Berros Road from Quailwood Lane to Hwy 101	Disturbed from roadway construction; ruderal, grassland, oak woodland, coastal scrub, moderate cultural resources potential
6	Los Berros Road/Thompson Road/Highway 101 interchange improvements	Highly disturbed from highway construction; ruderal, grassland, coastal scrub; low cultural resources potential
7	Highway 1 from Willow Road to 1.3 miles west of Willow Road	Highly disturbed from highway construction; ruderal, grassland, eucalyptus, coastal scrub; moderate cultural resources potential
8	Traffic signal Los Berros Road and Highway 101 southbound ramps	Highly disturbed from highway construction; ruderal, grassland, coastal scrub; low cultural resources potential
9	Traffic signal Thompson Avenue and Highway 101 northbound ramps	Highly disturbed from highway construction; ruderal, grassland, coastal scrub; low cultural resources potential

* 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) north Nipomo Mesa/Los Berros Road, 2) Highway 1 west of Willow Road, and 3) Nipomo in vicinity of Tefft Street and Highway 101.

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 constructing 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 # 4

B. EXISTING SETTING

PLANNING AREA: South County (Inland & Coastal), San Luis Bay (Inland)

LAND USE CATEGORY: All

COMBINING DESIGNATION(S): Flood Hazard, Historic, Airport Review

EXISTING USES: Varied

TOPOGRAPHY: Varied

VEGETATION: Varied

PARCEL SIZE: Varied

SURROUNDING LAND USE CATEGORIES AND USES:

North: Varied	*East:* Varied
South: Varied	*West:* 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** - ***Will the project:***	**Potentially Significant**	**Impact can & will be mitigated**	**Insignificant Impact**	**Not Applicable**
a)	***Create an aesthetically incompatible site open to public view?***	☐	☒	☐	☐
b)	***Introduce a use within a scenic view open to public view?***	☐	☐	☒	☐
c)	***Change the visual character of an area?***	☐	☒	☐	☐
d)	***Create glare or night lighting, which may affect surrounding areas?***	☐	☐	☒	☐
e)	***Impact unique geological or physical features?***	☐	☐	☒	☐
f)	***Other:_____***	☐	☐	☐	☐

Setting. The projects identified in the project description range from traffic signals, work at the Highway 101 interchange at Los Berros/Thompson, and extending a road parallel to Highway 101. 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 urban area of Nipomo; 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, 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 project design specific 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) Convert prime agricultural land to non-agricultural use?	☐	☐	☐	☒
b) Impair agricultural use of other property or result in conversion to other uses?	☐	☐	☒	☐
c) Conflict with existing zoning or Williamson Act program?	☐	☐	☐	☒
d) Other: _____	☐	☐	☐	☐

Setting. Most of the projects are not within or near agricultural areas. The following projects adjoin land with varying degrees of agricultural use: Halcyon Road/Highway 1 improvements, the projects along Los Berros Road, Highway 1 west of Willow Road, and the extension of North Frontage Road to Willow Road. The improvement project areas with possible agricultural impacts have soil types of varied suitability for agriculture:

Soil Type	**Agricultural Potential**	
	Capability unit (non-irrigated)	***Storie index rating***
Marimel silty clay loam, drained	III	90
Mocho Variant fine sandy loam	III	76
Still gravelly sandy clay loam, 0 to 2% slopes	III	68
Oceano sand	VI	41-49
Psamments and Fluvents, occasionally flooded	VI	26-34
Xerorthents, escarpment	VII	19

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. Most of the projects do not adjoin agricultural lands. Due to the small areas of potential impact, the temporary nature of construction, and application of mitigation measures, the projects which do adjoin agricultural lands are not expected to result in significant impacts to agriculture. 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 - ***Will the project:***	**Potentially Significant**	**Impact can & will be mitigated**	**Insignificant Impact**	**Not Applicable**
a) Violate any state or federal ambient air quality standard, or exceed air quality emission thresholds as established by County Air Pollution Control District?	☐	☒	☐	☐

3. AIR QUALITY - *Will the project:*	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
b) Expose any sensitive receptor to substantial air pollutant concentrations?	☐	☒	☐	☐
c) Create or subject individuals to objectionable odors?	☐	☐	☒	☐
d) Be inconsistent with the District's Clean Air Plan?	☐	☐	☒	☐
e) Other: _____	☐	☐	☐	☐

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 Nipomo 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 county 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 (PM_{10}) 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 PM_{10} & 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 PM_{10} 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 South County 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 the creation of construction dust, as well as short- and long-term vehicle emissions. During project-specific analysis, Table 1-1 of the CEQA Air Quality Handbook will be used to calculate the amount of air pollutants the project will generate. 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.

<u>Construction Phase Greenhouse Gas Impacts and Mitigation</u>
A Greenhouse Gas (GHG) impact evaluation and the implementation of feasible mitigation may be required for larger projects. At the time of project specific design, a subsequent environmental document would evaluate the project's carbon dioxide (CO_2) emissions, as well as other GHG sources converted to carbon dioxide equivalents and would identify feasible mitigation.

<u>Construction Permit Requirements</u>
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.

<u>Hydrocarbon Contaminated Soil</u>
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. No mitigation measures are needed at this time; however future project-specific analysis will identify any air quality impacts and describe appropriate mitigation measures. Below is a list of mitigation measures typically used to mitigate impacts to air quality. These or other mitigation measures could potentially be used for these projects, but others may be necessary. Application of standard mitigation measures, if necessary, and in some cases, best available control technologies (BACT) should ensure any air quality impacts are less than significant.

[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 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) Result in a loss of unique or special status species or their habitats?	☐	☒	☐	☐
b) Reduce the extent, diversity or quality of native or other important vegetation?	☐	☒	☐	☐
c) Impact wetland or riparian habitat?	☐	☒	☐	☐
d) Introduce barriers to movement of resident or migratory fish or wildlife species, or factors, which could hinder the normal activities of wildlife?	☐	☐	☒	☐
e) Other: _____	☐	☐	☐	☐

Setting. Plant cover types within the capital project areas include: grassland, oak woodland, coastal scrub, riparian woodland, ruderal/weedy vegetation and ornamental landscaping. Oak woodland and riparian woodland are considered sensitive habitats warranting protection. The general biological conditions of the project areas are described in the project description, Tables 3 and 4.

The California Natural Diversity Database and California Native Plant Society Inventory identified the following special status species potentially existing within USGS Oceano and Nipomo 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 (*Agrostis hooveri*)	1B.2	Dry sandy soils, open chaparral, oak woodland; < 600 m	Perennial herb
sand mesa manzanita (*Arctostaphylos rudis*)	1B.2	Sandy soils, chaparral; < 100 m	Evergreen shrub
Wells' manzanita (*Arctostaphylos wellsii*)	1B.1	Chaparral, sandstone outcrops, closed-cone conifer forests; < 400 m	Evergreen shrub
Marsh sandwort (*Arenaria paludicola*)	SE, FE, 1B.1	Wet soil, coastal freshwater marshes, scarce or hidden by larger plants, occasionally in swamps; < 300 m	Perennial herb
Miles' milk-vetch (*Astragalus didymocarpus* var. *milesianus*)	1B.2	Grassy areas near coast; < 60 m	Annual herb
surf thistle (*Cirsium rhothophilum*)	ST, 1B.2	Dunes, bluffs; < 20 m	Biennial or short-lived perennial herb
La Graciosa thistle (*Cirsium scariosum* var. *loncholepis*)	FE, ST, 1B.1	Wetlands in dunes; < 50 m	Biennial or short-lived perennial herb
Pismo clarkia (*Clarkia speciosa* ssp. *immaculata*)	SR, FE, 1B.1	Sandy hills near coast; < 100 m	Annual herb
dune larkspur (*Delphinium parryi* ssp. *blochmaniae*)	1B.2	Coastal chaparral, sand; 0 -200 m	Perennial herb
beach spectaclepod (*Dithyrea maritima*)	ST, 1B.1	Frequent on low sand dunes, coastal perennial with widely spreading rhizomes, seashores, sandy places; < 50 m	Perennial herb (rhizomatous)
Blochman's leafy daisy (*Erigeron blochmaniae*)	1B.2	Coastal dunes, Santa Barbara Area and San Luis Obispo Counties; < 30 m	Perennial herb (rhizomatous)
Kellogg's horkelia (*Horkelia cuneata* ssp. *sericea*)	1B.1	Old dunes, coastal sandhills; generally < 200 m	Perennial herb
San Luis Obispo County lupine (*Lupinus ludovicianus*)	1B.2	Open, grassy limestone in oak woodland; 50 – 500 m	Shrub
Nipomo Mesa lupine (*Lupinus nipomensis*)	FE, SE, 1B.1	Stabilized sand dunes; <25 m	Annual herb
crisp monardella (*Monardella crispa*)	1B.2	Unstable coastal dunes; < 100 m	Perennial herb (rhizomatous)
San Luis Obispo monardella (*Monardella frutescens*)	1B.2	Stabilized dunes, sandy scrub; < 200 m	Perennial herb (rhizomatous)
Gambel's watercress (*Nasturtium gambelii*)	FE, ST, 1B.1	Marshes, streambanks, lake margins; <1250 m	Perennial herb (rhizomatous)
San Bernardino aster (*Symphyotrichum*	1B.2	Grassland, disturbed places; <1500 m	Perennial herb (rhizomatous)

defoliatum)			

The information in this table was obtained from Hoover (1970), the California Native Plant Society Electronic Inventory (2011) and CNDDB (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
western snowy plover (*Charadrius alexandrinus nivosus*)	FT	Sandy marine and estuarine shores
tidewater goby (*Eucyclogobius newberryi*)	FE	Estuary; lower segments of coastal streams
California black rail (*Laterallus jamaicensis coturniculus*)	ST	Tidal emergent wetlands, brackish marshes or freshwater wetlands
south/central California coast steelhead (*Oncorhynchus mykiss irideus*)	FT	Coastal streams, open ocean
California red-legged frog (*Rana draytonii*)	FT	Ponds and quiet areas of coastal streams
California least tern (*Sternula antillarum browni*)	FE, SE	Sandy marine and estuarine shores

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

California Department of Fish and Game Listing Codes
ST State Threatened
SE State Endangered

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 and shrubs 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 not marked for removal 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.

[BR-11] If construction activities will result in loss of sensitive habitat that is intact or supports sensitive plant or animal species, replacement at an appropriate ratio will apply.

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 - ***Will the project:***	**Potentially Significant**	**Impact can & will be mitigated**	**Insignificant Impact**	**Not Applicable**
a) Disturb pre-historic resources?	☐	☒	☐	☐
b) Disturb historic resources?	☐	☐	☒	☐
c) Disturb paleontological resources?	☐	☒	☐	☐
d) Other:_____	☐	☐	☐	☐

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 South

County 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 historic sites identified in the South County Area Plan are: the Dana Adobe, Dana Home, Los Berros Schoolhouse, Adobe Barn in Los Berros, Pacific Coast Railway Depot Site, and Old St. Joseph's Church.

The geology of the project areas includes areas mapped as Sand Dune Deposits, Younger Alluvium and and a limited area of Paso Robles Formation in the vicinity of the Highway 101/Los Berros Road interchange. The Paso Robles formation has 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 Phase III work 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 - ***Will the project:***	**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?	☐	☐	☒	☐
b) Be within a California Geological Survey "Alquist-Priolo" Earthquake Fault Zone"?	☐	☐	☒	☐
c) 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?	☐	☒	☐	☐
d) Change rates of soil absorption, or amount or direction of surface runoff?	☐	☒	☐	☐
e) Include structures located on expansive soils?	☐	☐	☒	☐
f) Change the drainage patterns where substantial on- or off-site sedimentation/ erosion or flooding may occur?	☐	☐	☒	☐
g) Involve activities within the 100-year flood zone?	☐	☐	☒	☐
h*) Be inconsistent with the goals and policies of the County's Safety Element relating to Geologic and Seismic Hazards?*	☐	☐	☒	☐

6. GEOLOGY AND SOILS - *Will the project:*	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
i) Preclude the future extraction of valuable mineral resources?	☐	☐	☐	☒
*j) Other:*_____	☐	☐	☐	☐

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? Along Highway 101 (Wilmar Fault)

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 project areas include Sand Dune Deposits, Paso Robles Formation and Younger Alluvium. The topography ranges from nearly level to steeply sloping. The elevation ranges from approximately 15 to 120 feet above sea level. Project areas are not within the Geologic Study Area designation. The Wilmar fault, classified as a "Potentially Active," runs along Highway 101 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? Arroyo Grande Creek, Nipomo 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 - ***Will the project:***	**Potentially Significant**	**Impact can & will be mitigated**	**Insignificant Impact**	**Not Applicable**
a) Result in a risk of explosion or release of hazardous substances (e.g. oil, pesticides, chemicals, radiation) or exposure of people to hazardous substances?	☐	☐	☒	☐
b) Interfere with an emergency response or evacuation plan?	☐	☐	☒	☐
c) Expose people to safety risk associated with airport flight pattern?	☐	☐	☐	☒
d) Increase fire hazard risk or expose people or structures to high fire hazard conditions?	☐	☒	☐	☐

7. HAZARDS & HAZARDOUS MATERIALS - *Will the project:*	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
e) Create any other health hazard or potential hazard?	☐	☒	☐	☐
f) Other: _____	☐	☐	☐	☐

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 serpentine-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) Expose people to noise levels that exceed the County Noise Element thresholds?	☐	☒	☐	☐
b) Generate increases in the ambient noise levels for adjoining areas?	☐	☒	☐	☐
c) Expose people to severe noise or vibration?	☐	☐	☒	☐
d) Other: _____	☐	☐	☐	☐

Setting. The primary transportation noise source in proximity to the project areas is Highway 101. 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 - ***Will the project:***	**Potentially Significant**	**Impact can & will be mitigated**	**Insignificant Impact**	**Not Applicable**
a) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	☐	☐	☒	☐
b) Displace existing housing or people, requiring construction of replacement housing elsewhere?	☐	☐	☒	☐
c) Create the need for substantial new housing in the area?	☐	☐	☐	☒
d) Use substantial amount of fuel or energy?	☐	☐	☒	☐
e) Other: _____	☐	☐	☐	☐

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 - ***Will the project have an effect upon, or result in the need for new or altered public services in any of the following areas:***	**Potentially Significant**	**Impact can & will be mitigated**	**Insignificant Impact**	**Not Applicable**
a) Fire protection?	☐	☐	☒	☐
b) Police protection (e.g., Sheriff, CHP)?	☐	☐	☒	☐
c) Schools?	☐	☐	☒	☐
d) Roads?	☐	☐	☒	☐
e) Solid Wastes?	☐	☐	☒	☐
f) Other public facilities?	☐	☐	☒	☐
g) Other: _____	☐	☐	☐	☐

Setting. The project area is served by the following public services/facilities:

Police: County Sheriff Location: Oceano (Front Street)

Fire: Cal Fire (formerly CDF) Hazard Severity: Moderate to High Response Time: 5-20 minutes

Locations: Nipomo (Pioneer Avenue) & Arroyo Grande (Willow Road)

School District: Lucia Mar Unified School District

The projects are limited to the existing roadway and associated work that will improve the safety and efficiency of the road system in the South County area. The South County is served by Cal Fire, contracted with the County of San Luis Obispo, the County Sheriff's Department for police services. The urban areas are served by community water and wastewater systems, while development in the rural area relies on private wells and septic systems for sewer and water services.

Impact. No significant project-specific impacts to utilities or public services are expected. Proposed road improvements are expected to provide beneficial impacts by improving response time for police and fire. These projects, along with others in the area not associated with the Road Improvement Fee Program, will have a cumulative effect on police and fire protection, and schools. The project's direct and cumulative impacts are within the general assumptions of allowed use for the subject property that was used to estimate the fees in place.

The projects will not result in an increase in the local population and will not construct any facility that requires ongoing public safety services. The project will not increase the capacity of the roadway. Construction will result in minor delays.

No significant impacts to public services/utilities are expected to occur from the capital projects funded through the Road Impact Fee Program, although 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 public services/utilities.

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

11. RECREATION - ***Will the project:***	**Potentially Significant**	**Impact can & will be mitigated**	**Insignificant Impact**	**Not Applicable**
a) Increase the use or demand for parks or other recreation opportunities?	☐	☐	☐	☒
b) Affect the access to trails, parks or other recreation opportunities?	☐	☐	☒	☐
c) Other _____	☐	☐	☐	☐

Setting. The South County area has several parks, recreation and natural areas which provide recreational opportunities. The County's Parks and Recreation Element shows several potential trails in the community (*Nipomo Map E*). 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 - ***Will the project:***	**Potentially Significant**	**Impact can & will be mitigated**	**Insignificant Impact**	**Not Applicable**
a) Increase vehicle trips to local or areawide circulation system?	☐	☐	☒	☐
b) Reduce existing "Levels of Service" on public roadway(s)?	☐	☐	☐	☒

12. TRANSPORTATION/ CIRCULATION - *Will the project:*	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
c) Create unsafe conditions on public roadways (e.g., limited access, design features, sight distance, slow vehicles)?	☐	☐	☐	☒
d) Provide for adequate emergency access?	☐	☐	☒	☐
e) Result in inadequate parking capacity?	☐	☐	☐	☒
f) Result in inadequate internal traffic circulation?	☐	☐	☐	☒
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., pedestrian access, bus turnouts, bicycle racks, etc.)?	☐	☐	☒	☐
h) Result in a change in air traffic patterns that may result in substantial safety risks?	☐	☐	☐	☒
i) Other: _____	☐	☐	☐	☐

Setting. The Road Improvement Fee Program was created to identify needs for transportation improvements in the South County 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 South County Area.

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

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

Impact. Road work may require temporary impacts to portions of wastewater collection systems 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) Violate any water quality standards?	☐	☒	☐	☐
b) Discharge into surface waters or otherwise alter surface water quality (e.g., turbidity, temperature, dissolved oxygen, etc.)?	☐	☒	☐	☐
c) Change the quality of groundwater (e.g., saltwater intrusion, nitrogen-loading, etc.)?	☐	☐	☒	☐
d) Change the quantity or movement of available surface or ground water?	☐	☐	☒	☐
e) Adversely affect community water service provider?	☐	☐	☒	☐

14. WATER - *Will the project:*	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
f) Other: _____	☐	☐	☐	☐

Setting. The topography of the project areas varies from nearly level to steeply sloping. Arroyo Grande, Los Berros and Nipomo Creeks are the dominant streams in the area, with other smaller tributary streams.

Water Supply
The Nipomo Community Services District (NCSD) provides water service to approximately 25% of the Mesa area's population. The remainder of the area is served by other water providers and individual wells. The entire Nipomo area is dependent on groundwater.

Water for the area is provided by the Santa Maria groundwater basin, which is made up of three interconnected sub areas (Tri-Cities, Nipomo Mesa, Santa Maria). Approximately 30 percent of the basin's area lies north of the Santa Maria river in San Luis Obispo County. The Board of Supervisors, through the Resource Management System determined that the groundwater basin in this area is in overdraft and has adopted policies limiting residential development, requiring water saving landscaping and fixtures, and requiring supplemental water for new subdivisions. In addition there is on-going litigation regarding the status and adjudication of water in the basin.

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 may be required to prepare 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) 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?	☐	☐	☒	☐
b) Be potentially inconsistent with any habitat or community conservation plan?	☐	☐	☒	☐
c) Be potentially inconsistent with adopted agency environmental plans or policies with jurisdiction over the project?	☐	☐	☒	☐
d) Be potentially incompatible with surrounding land uses?	☐	☐	☒	☐
e) Other: _____	☐	☐	☐	☐

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 projects 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 roads 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. Portions of projects within the Coastal Zone (the west side of Highway 1 in the Callender area) 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 - *Will the project:*	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) 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?	☐	☒	☐	☐
b) 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)	☐	☐	☒	☐
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

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:

Contacted	Agency	Response
☒	County Public Works Department	**Proponent**
☐	County Environmental Health Division	**Not Applicable**
☒	County Agricultural Commissioner's Office	**Attached**
☐	County Airport Manager	**Not Applicable**
☐	Airport Land Use Commission	**Not Applicable**
☒	Air Pollution Control District	**In File****
☐	County Sheriff's Department	**Not Applicable**
☒	Regional Water Quality Control Board	**None**
☒	CA Coastal Commission	**None**
☒	CA Department of Fish and Game	**None**
☒	CA Department of Forestry (Cal Fire)	**In File****
☒	CA Department of Transportation	**None**
☐	Community Service District	**Not Applicable**
☒	Other South County Advisory Council	**None**
☐	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.

☒ Project File for the Subject Application

County documents

- ☐ Airport Land Use Plans
- ☒ Annual Resource Summary Report
- ☐ Building and Construction Ordinance
- ☐ Coastal Policies
- ☒ Framework for Planning (Coastal/Inland)
- ☒ General Plan (Inland/Coastal), including all maps & elements; more pertinent elements considered include:
  - ☒ Agriculture Element
  - ☒ Conservation & Open Space Element (includes Energy, Conservation)
  - ☒ Housing Element
  - ☒ Noise Element
  - ☐ Parks & Recreation Element
  - ☒ Safety Element
- ☒ Land Use Ordinance
- ☐ Real Property Division Ordinance
- ☐ Solid Waste Management Plan
- ☐ Circulation Study
- ☒ South County Area Plan and Update EIR

Other documents

- ☒ Archaeological Resources Map
- ☒ Area of Critical Concerns Map
- ☒ Areas of Special Biological Importance Map
- ☒ California Natural Species Diversity Database
- ☒ Clean Air Plan
- ☒ Fire Hazard Severity Map
- ☒ Flood Hazard Maps
- ☒ Natural Resources Conservation Service Soil Survey for SLO County
- ☒ Regional Transportation Plan
- ☒ Uniform Fire Code
- ☒ Water Quality Control Plan (Central Coast Basin – Region 3)
- ☒ GIS mapping layers (e.g., Biology, geology, streams, slope, fire, hazards, transportation, water, etc.)
- ☐ Other ____

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

South County Traffic Model Update, 2006 Annual Report and Fifth Year Update, Final Report. Omni-Means, Ltd., March 2006

2008 Annual Update, South County Circulation Study. County of San Luis Obispo, Department of Public Works.

2010 Annual Update, South County, South County Circulation Study. County of San Luis Obispo, Department of Public Works.

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.

2010 Annual Update
South County Circulation Study

In April 1987 the Board of Supervisors approved the Nipomo Circulation Study and a Resolution establishing road improvement fees on new development under the provisions of Ordinance 2379. The Board adopted the most recent update of the Circulation Study on December 1, 2009.

Building Activity

During the period spanning July 2009 through June 2010, the following building permits were issued within the South County Circulation Study area. The attached map shows the Nipomo Area 1 and Area 2 Road Improvement Fee area.

AREA 1

Single Family Residential	70
Multi Family Residential	0
Retail	0
Other	2

AREA 2

Single Family Residential	1
Multi Family Residential	0
Retail	0
Other	2

Account Balance

The current fund balance information is provided in the tables below.

	Account Balance as of 6/30/10	Fees Collected 2009-2010	Interest Earned 2009-2010	Expenditures 2009-2010
Area 1	$4,186,710.00	$835,560.00	$35,260.00	$3,536,660.00
Area 2	$3,267,280.00	$26,550.00	$22,500.00	$92,960.00

Fee Appeals

No appeals were heard by the Board of Supervisors during FY 2009/10.

Transportation Improvements

The capital improvements program, identified funding sources, and project priorities for the 2010 South County Area transportation improvements are in Table 12 – Capital Improvements Projects.

Roadways

To address the changing needs of the South County the following locations require attention. Each location is discussed in detail below. Included in the detailed discussion

is the funding source. Many of these projects are funded solely from the Road Improvement Fee Program; however, with some of the projects the County has been successful in securing regional money from the State Transportation Improvement Program (STIP) or grant funding. Since these projects are necessitated due to capacity issues driven by new development the Roadway Impact Fee is the primary funding source for all of these projects.

The funding split between Impact Fees and STIP monies varies by project and is shown in Table 12. Due to State budget conditions it is uncertain when a new STIP funding cycle will begin.

Area 1 Project Status

Willow Road Extension Phase 1 – Misty Glen Place to Hetrick Avenue
The project is currently under construction and expected to be completed by April of 2011.

Willow Road Phase 2a Hetrick to US 101 and the Interchange
The project will be advertised in October and awarded in December. The estimated construction cost is $20 million. The Nipomo Community Services District will be constructing a water line as part of the construction of this phase.

Willow Road Extension Phase 2b – US 101 to Thompson Road
This phase will be advertised on October as an additive bid item with Phase 2a, if the estimate comes in low enough to fund both phases it will be constructed in conjunction with Phase 2a.

Willow Road Phase 3 Frontage Road Willow to Sandydale Drive
The North Frontage Road was removed from the rest of the Willow Road project due to a lack of funding. The frontage road will remain in the CIP and be added to Table 12 as a separate project and will be constructed when funding as available.

Tefft Street / Hwy 101 Interchange
The Tefft Street / Hwy 101 Interchange is experiencing traffic congestion during the peak hour periods due to increased traffic volumes operating in an interchange whose design is based on antiquated design standards.

There have been many discussions about the long term solution to congestion along the US 101 and associated interchanges through the South County region. In an effort to more fully understand the problem and achieve a consensus among all stakeholders a corridor study has been funded by SLOCOG to look at operational and circulation issues along the 101 from Highway 135(Broadway) to Los Berros Road. This will include a detailed look at the operation of US 101 at Tefft Street; including the south bound ramp relocation to Hill Street.

Southland Ramps / Interchange
The South Oakglen area needs a second point of access and at this point in time the Southland interchange appears to be the best solution.

There have been many discussions about the long term solution to congestion along the US 101 and associated interchanges through the South County region. In an effort to more fully understand the problem and achieve a consensus among all stakeholders a corridor study has been funded by SLOCOG to look at operational and circulation issues along the 101 from Highway 135(Broadway) to Los Berros Road. This will include a detailed look at the effect of this interchange.

South Frontage Road Realignment at Hill Street
The South Frontage Road needs to be realigned to fit future construction of a proposed southbound on-ramp. This work is needed to improve the level of service in the interchange area.

There have been many discussions about the long term solution to congestion along the US 101 and associated interchanges through the South County region. In an effort to more fully understand the problem and achieve a consensus among all stakeholders a corridor study has been funded by SLOCOG to look at operational and circulation issues along the 101 from Highway 135(Broadway) to Los Berros Road. This will include a detailed look at the operation of US 101 at Tefft Street; including the south bound ramp relocation to Hill Street and the South Frontage Realignment.

Area 2

Halcyon Road and Highway 1 Improvements
The County is preparing a Roundabout Conceptual Approval Report. This analysis will look at various factors including congestion relief, environmental impacts and right of way impacts. Additionally there are contributing funds for this project from the Cypress ridge Mitigation Account.

Los Berros 101 Interchange Improvements
This project includes adding left turn lanes and signalization to address capacity and queuing issues at the ramp intersections. There is also a need to look at additional merge length at the ramp junctions with US 101. This project would have potential contributions from the Latetia residential and resort development; this contribution would be as a condition on the project to address impacts identified in the EIR.

Other Road Projects

The Department of Public Works Staff is currently working on the following road projects.

Nipomo Safe Routes to School (SRTS)

The County applied for and received a $604,000 Safe Routes to School grant to install a multi-use path along the Beechnut right of way. This will include installing two bridges over the creeks and a raised crosswalk where the path will cross East Tefft Street; as well as other pedestrian improvements. Construction is currently underway and should be complete by Winter of 2011.

Los Berros Road at Dale LTL

The County is developing plans for a left turn lane at that intersection. The project should be ready for construction during the summer of 2012 if additional right of way can be obtained. Funding for this project will be from prop 1B but the project is currently on hold because funds are to be loaned to the Willow Road Phase 2a construction project. The loaned funds should be available by 2015 at the latest.

Hutton Road

This project will improve the shoulders along Hutton Road from Nipomo Creek to Route 166. This project is funded from a grant under the Federal Highway Safety Program. Construction is currently underway and should be completed by Winter of 2011.

Pomeroy Road at Augusta Drive

As part of the Blacklake development Augusta Drive was built to connect to Pomeroy Road. However, the location in which Augusta Drive intersects Pomeroy Road does not provide for adequate sight distance. To eliminate this problem the Public Works Department is working to obtain the necessary funding to correct the vertical alignment issues on Pomeroy Road and to establish the Augusta Drive/ Pomeroy Road intersection. We will begin designing the improvement and determining right of way needs in the near future.

Orchard Avenue from Grande to Simon Lane

The section of Orchard Avenue between Grande Avenue and Simon Lane will be restriped to provide a center turn lane. Additionally, improvements will be made at Simeon Lane to transition Traffic. Currently the County is working on addressing a utility conflict when this issues is resolved the project will move to the construction phase. This project is on hold until funding and staffing become available.

Orchard Avenue from Southland to Nancy Lane

Orchard Avenue from Tefft Street to just past Southland Street has two travel lanes, a two way left turn land and shoulders. Past this point, Orchard has two travel lanes and minimum shoulders. The horizontal alignment is straight but there are several hills that cause reduced sight distances. There have been several rear end collisions and one fatality between Southland Street and Nancy Lane. Funding from

this project will be from prop 1B but the project is currently on hold because funds were loaned to the Willow Road Phase 2. The loaned funds should be available by 2015 at the latest.

Alternate Transportation

Bikeways

The County Bikeways Plan is updates by the Bicycle Advisory Committee (BAC). The BAC looks at creating both a countywide bikeways network as well as an intercommunity networks that needs the needs of cyclists. Public Works plans on working with the community to restripe both Division Street from South Frontage to Orchard and South Las Flores from Tefft to Division to accommodate the Class II bikeways called for on the plan.

Transit

Nipomo is serviced by the SLORTA Bus Route 10 for interregional service through a reservation shuttle service. Information about the service and other transit services can be found through SLORTA at http://www.slorta.org.

Dial A Ride

The Nipomo Dial A Ride serves the community with service within the Nipomo area. Information about Nipomo Dial A ride can be found on the SLORTA website at http://www.slorta.org.

Senior Shuttle

Ride-On has a senior shuttle program available in the South County on Tuesdays and Thursdays. This service is on a reservation system and for individuals that are 65 years old or older. Information can be found at the Ride-On website at http://www.ride-on.org/.

Pedestrian Improvements

During the 2001 Update process the need arose to develop a pedestrian circulation plan for specific areas within the urban area of Nipomo. The “pedestrian circulation plan” evaluates existing conditions, locations of demand, and makes recommendations for necessary improvements.

Projects from this plan will be submitted under various pedestrian improvement grant funding programs.

Veterans’ Express Shuttle

The Veterans’ Express Shuttle has been operating since August of 2007 and is overseen by Ride-On Transportation, and provides service from points in San Luis Obispo County to the Santa Maria VA Facility where riders connect with a shuttle to the Santa Barbara or Los Angeles Veterans Hospital. The shuttle has been funded through Ride-On and local fund-raising efforts but due to recent cuts to the Ride-On budget, their ability to support the shuttle had been diminished.

Road Improvement Fees
Since the last update, the Caltrans Construction Price Index (CIP) has decreased by 6.8%. This decrease is due to lower than anticipated bid proces throughout the state over the summer. The lower bids are 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 COP are fixed and would not be reevaluated using this method.

In addition the Willow Road Projects have entered construction and their final costs are being calculated. These final costs are going to affect the interest charged for loans to the Area 1 account and potential borrowing from the Area 2 account.

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

The current fees are:

Land Use	Current Fee
Area 1	
Residential	$12,011/pht
Retail	$3,336/pht
Other	$5,133/pht
Area 2	
Residential	$10,048/pht
Retail	$4,539/pht
Other	$6,983/pht

Woodlands Fees
The County has entered into an agreement with The Woodlands LLC for the accelerated payment of the Woodlands Developments Road Improvement Fee. The fees are to be used to advance the Willow Road Project. The fee amounts in the agreement are based on the 2005 Fee Schedule and are shown below:

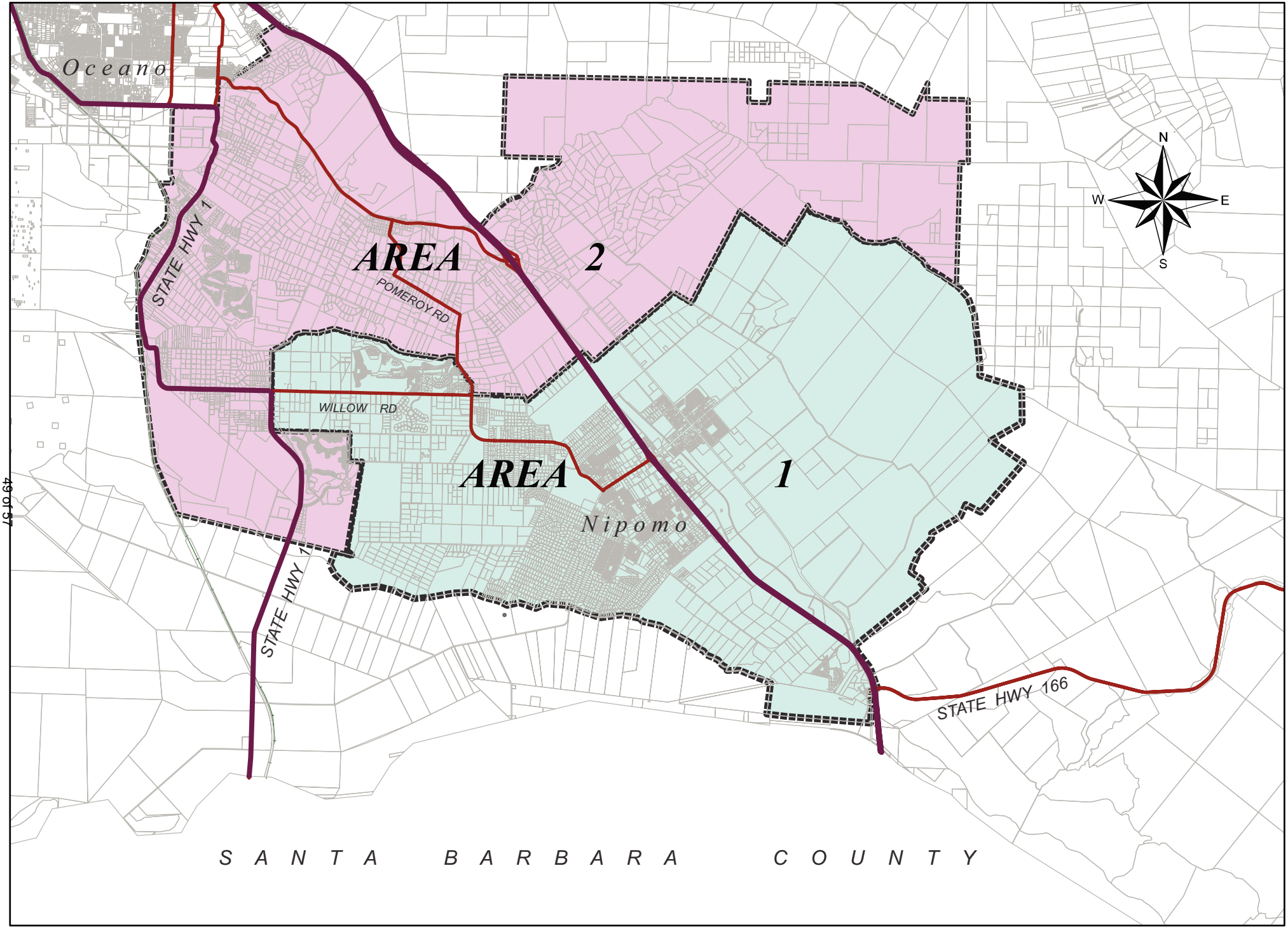
Payment Date	Amount Due	
10-Feb-2006	$1,254,073	Paid
1-Apr-2006	$1,690,854	Paid
1-Apr-2007	$2,500,000	Paid
31-Jan-2008	$2,500,000	Paid
15-Aug-2009	$2,000,000	Paid
15-Aug-2010	$2,000,000	Paid
15-Aug-2011	$2,500,000	
15-Aug-2012	$2,864,184	
Total=	$17,309,111	

If the Woodlands LLC defaults on the agreement, the Road Improvement Fee will be calculated based on a subsequent, current Nipomo Area 1 and Area 2 Road Improvement Fee Schedule.

Attachments

Attached to this report are the following exhibits from the "South County Circulation Study."

- Nipomo Area 1 and 2 RIF Boundaries
- Table 12 – Capital Improvement Projects
- Road Fee Account Data-



SOUTH COUNTY ROAD FEE AREAS

Table 12
South County Circulation Study 2010 Update
Capital Improvements Projects

Item Number	RIF Area Number	Road	From	To	Segment Length	Recommended Improvement	Pavement Width	Estimated Total Project Costs	Less: Existing Deficiencies (Rd. Funds)	Less: Other Sources	Less: Through Traffic (STIP)	Funding From Impact Fees	Percent From Impact Fees	Actual Construction Cost (Fee Program)	Actual Construction Cost (Non-Fee Program)	Time Needed	Expected Construction Commencement
1	Area 1	Hill Street	Mary Avenue	South Frontage Road	750'	Widen roadway; 2 - 12' lanes, 1 left-turn-lane, 2 - 5' bike lanes	46'	$1,612,500	$0	$0	$0	$1,612,500	100%	-	-	-	2008
2	Area 1	Mary Avenue	Tefft Street	Hill Street	880'	Construct roadway; 2 - 12' lanes, 1 left-turn-lane, 2 - 5' bike lanes	46'	$2,800,000	$0	$0	$0	$2,800,000	100%	$2,800,000	-	-	Complete
3	Area 1	Orchard Avenue	Tefft Street	Division Street	3,500'	3 - 12' lanes, 2 - 5' bike lanes	46'	$1,236,250	$0	$0	$0	$1,236,250	100%	-	-	-	2020
4	Area 1	Orchard Avenue / Hutton Road	Division Street	Southland Street	3200'	1 left-turn-lane, construct shoulders, 2 - 6'	48'	$1,514,000	$0	$624,000	$0	$890,000	65%	$1,367,000	-	-	Complete
5	Area 1	Orchard Avenue / Hutton Road	Southland Street	SR 166	1,800'	Construct shoulders, 2 - 6'	46'	$3,655,000	$0	$3,655,000	$0	$0	0%	-	-	-	N/A
6	Area 1	Pomeroy Road at Agusta	1,000' N of	1,000' S of	2,000'	V & H Curve realignment	46'	$2,150,000	$2,150,000	$0	$0	$0	0%	-	-	-	N/A
7	Area 1	Pomeroy Road	Willow Road	Aden Way	5,500'	Widen and curve realignment	46'	$2,365,000	$2,365,000	$0	$0	$0	0%	-	-	-	N/A
8	Area 1	Sandydale Drive	Near Pomeroy Road		660'	Pave unpaved portion		$182,000	$0	$182,000	$0	$0	0%	-	$175,000	2003	Complete
9	Area 1	S. Frontage Road	Tefft Street	Grande Ave	1,975'	Realignment and widening	46'	$2,042,500	$0	$0	$0	$2,042,500	100%	-	-	-	2010
10	Area 1	Tefft Street	US 101		-	Relocate SB on Ramp. Modify bridge and signals	12'	$16,125,000	$0	$0	$0	$16,125,000	100%	-	-	-	2010
11	Area 1	Southland Street	Interchange		-	Southbound US 101 On/Off-Ramps		$10,212,500	$0	$0	$0	$10,212,500	100%	-	-	-	2005
12	Area 1	Southland Street	Interchange		-	Northbound US 101 On/Off-Ramps and Bridge		$20,433,600	$0	$19,008,000	$0	$0	0%	-	-	-	2025
13	Area 1	Tefft Street	US 101 Overpass		-	Widen to six lanes, add left-turn pocket for US 101 NB on-ramp and SB S. Frontage Road	88'	$4,013,000	$0	$2,399,239	$0	$1,613,761	100%	$1,613,761	-	-	Complete
14	Area 1	Tefft Street /US 101	Interchange		-	Signal coordination		$25,000	$0	$25,000	$0	$0	0%	$4,000	-	-	Complete
15	Area 1	Tefft Street	Mary Avenue	US 101	425'	Construct median		$111,000	$0	$111,000	$0	$0	0%	-	-	-	Complete
16	Area 1	Tefft Street	Oakglen Avenue	Thompson Avenue	2,500'	Full improvements	40'	$3,113,100	$414,152	$686,000	$150,000	$1,893,408	61%	$1,893,408	-	-	Complete
17	Area 1	Tefft Street	Orchard Avenue	Rose Drive	3,000'	Construct 3 - 12' lanes, 2 - 6' shoulders		$500,000	$0	$142,767	$0	$357,233	71%	$500,000	-	-	Complete

Table 10
North Toronto Secondary Study, 1970-1975
Grade 10 Students, Cohort 1

Student Number	Sex (1=m, 2=f)	Region	Grade	Tx	Treatment Group	Mathematics Achievement	Pretest	Posttest	Gain Score	Pretest Z-score	Posttest Z-score	Gain Z-score	Attitude Toward Mathematics	Attitude Toward Science	Attitude Toward Self-Concept	Study Habits	Dropped Out (1=dropped out, 0=stayed in)
1	1	Etobicoke	Grade 10	Control	0	Geometry Proofs and Exercises	42	47.0 (±0.0)	5	0.0 (±0.0)	0.0 (±0.0)	0.0 (±0.0)	5.0 (±0.0)				
2	2	Willowdale	Grade 10	Control	0	Control Group, n = 17 Grade 10 Students	42	47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
3	2	Willowdale	Grade 10	Control	0	Geometry and Exercises	42	47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
4	2	North Toronto	Grade 10	Control	0	Control Group, n = 17 Grade 10 Students	42	47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
5	2	Etobicoke	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
6	2	Etobicoke	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
7	2	Etobicoke	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
8	2	Willowdale	Grade 10	Control	0	Algebra		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)	5.0 (±0.0)		0.0
9	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
10	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
11	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
12	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
13	2	Willowdale	Grade 10	Control	0	Algebra		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)	5.0 (±0.0)		0.0
14	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
15	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
16	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
17	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
18	2	Willowdale	Grade 10	Control	0	Algebra		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)	5.0 (±0.0)		0.0
19	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
20	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
21	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
22	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
23	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
24	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
25	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
26	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
27	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
28	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
29	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
30	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
31	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
32	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
33	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
34	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
35	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
36	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
37	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
38	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
39	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
40	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
41	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
42	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
43	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
44	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
45	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
46	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
47	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
48	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
49	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
50	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
51	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
52	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
53	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
54	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
55	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
56	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
57	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
58	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
59	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
60	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
61	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
62	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
63	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
64	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
65	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
66	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
67	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
68	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
69	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
70	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
71	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
72	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
73	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
74	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
75	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
76	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
77	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
78	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
79	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
80	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
81	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
82	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
83	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
84	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
85	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
86	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
87	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
88	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
89	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
90	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
91	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
92	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
93	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
94	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
95	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
96	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
97	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
98	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
99	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0
100	2	Willowdale	Grade 10	Control	0	Inequities		47.0 (±0.0)	5	0.0	0.0	0.0	5.0 (±0.0)	5.0 (±)			0.0

Table 10
North Toronto Collegiate Society, 1920-1929
Complete Membership Roll

Entry Number	Member Number	Name	Grade	Sex	Year Joined	Recommended Replacement	Year Left	Reason for Leaving	Year Rejoined	Reason for Rejoining	Year Left Again	Reason for Leaving Again	Reason for Rejoining Again	Year Left Again	Reason for Leaving Again	Year Rejoined	Reason for Rejoining Again
1	1-1920	Abbott, Ethel	Junior	Female	1920-09	Chairman of Committee	1921-06	Graduation	1922-09	Graduation	1923-06	Graduation					
2	2-1920	Adams, Frank	Senior	Male	1920-09	Prize Committee, Lord of Misrule, Debating Club, Entertainment	1921-06	Graduation	1922-09	Graduation	1923-06	Graduation					
3	3-1920	Allen, Dorothy	Senior	Female	1920-09	Entertainment Committee, Library Committee, Debating Club	1921-06	Graduation	1922-09	Graduation	1923-06	Graduation					
4	4-1920	Anderson, Robert	Senior	Male	1920-09	Athletic Committee, Hockey Team, Football Team	1921-06	Graduation	1922-09	Graduation	1923-06	Graduation					
5	5-1920	Baker, Helen	Junior	Female	1920-09	Library Committee, Debating Club, Chairman of Prize Committee	1921-06	Graduation	1922-09	Graduation	1923-06	Graduation					
6	6-1920	Bell, Thomas Edwards	Senior	Male	1920-09	Chairman Debating and Entertainment	1921-06	Graduation	1922-09	Graduation	1923-06	Graduation		1924	Graduation	1925	Graduation
7	7-1920	Bennett, Mary	Junior	Female	1920-09	Entertainment, Chairman of Prize Committee	1921-06	Graduation	1922-09	Graduation	1923-06	Graduation					
8	8-1920	Carter, Frederick	Senior	Male	1920-09	Athletic Committee, Hockey Team, Football Team	1921-06	Graduation	1922-09	Graduation	1923-06	Graduation					
9	9-1920	Davidson, Margaret	Senior	Female	1920-09	Entertainment, Library Committee	1921-06	Graduation	1922-09	Graduation	1923-06	Graduation					
10	10-1920	Edwards, Jean	Junior	Female	1920-09	Debating Club	1921-06	Graduation	1922-09	Graduation	1923-06	Graduation				1924	Graduation
11	11-1920	Fraser, Donald	Senior	Male	1920-09	Athletic Committee, Hockey Team, Football Team	1921-06	Graduation	1922-09	Graduation	1923-06	Graduation				1926	Graduation
12	12-1920	Gordon, Mary	Senior	Female	1920-09	Entertainment, Library Committee, Debating Club	1921-06	Graduation	1922-09	Graduation	1923-06	Graduation				1926	Graduation
							1921-06	12	1922-09	12	1923-06	12		1		3	
							1921-06	100%	1922-09	100%	1923-06	100%		100%		100%	

Budgeted Projects Funded from Nipomo Area 1 RIF			Total As of
			06/30/10
Project #	Description	Budgeted 2009/10	
NIPOMO AREA 1 RIF - Beginning Cash Balance			1,267,556.89
	Nipomo 1 Fees for Permits	$ 1,750,000	835,559.00
	Interest to Nipomo One	100,000	35,261.03
	Subtotal	**1,850,000**	**2,138,376.92**
Woodlands Beginning Deposits Cash Balance			**4,019,312.00**
	Woodland's Permits picked up	$ (1,000,000)	(434,316.00)
	Woodlands Deposit	$ 2,500,000	2,000,000.00
	Woodlands Deferred Rev B		
	Subtotal		**5,584,996.00**
Subtotal Cash Balance			**7,723,372.92**
Project Costs:		Budgeted 2009/10	**Total Spent This Fiscal Year As of**
			06/30/10
300129.01-.02	Willow Rd Extension	3,465,924	**89,984.43**
300129.03-09	Woodland's portion expensed		**1,572,454.34**
	Total Willow Rd Extension cost		**1,662,438.77**
	Note:01/12/10 BOS approved a loan from Nip 2 to Nip 1		
	if necessary up to 2 million for Rt of Way Willow Rd Ext and InterX		
300140	Southland On-ramp Cancel Budget	203,085	**6,506.31**
Actual Proj Budget 378,085 but 175000 to come from developers			
	Total from Nip 1 for Southland	203,085	
300289	South Frontage Road Cancel Budget	265,964	**1,824.06**
245R12C121	Nipomo One Traffic Circ Study	3,000	**2,759.35**
300142.01-.02	Willow Rd Interchng	861,637	**24,206.57**
300142.03-.09	Woodland's portion expensed		**1,677,639.79**
	Total Willow Interchng cost		**1,701,846.36**
300147	Teft Temp Ramp Reloc Cancel Budget	688,085	**6,219.40**
	Not to go to construction for a few yrs		
300145	Mary Ave Cancel Budget		**154,815.67**
	Additional Interest paid to developer		**250.62**
	Total Project Costs	**5,487,695**	**3,536,661**
	Ending Cash Balance		**4,186,712.38**
		Total Cash Bal including Woodlands	**4,186,712.38**

V:\RESERVES\ROAD IMP FEES_MISC\RIF RECON\2009-10\[June 2010.XLS]NIP 2

Budgeted Projects Funded from Bypass Aux 1 SIF			Total As of
			06/30/10
Project #	Description	Budgeted 2009/10	
0000000	0000 LPMF_Beginning Cash Balance		1,131,182.21
	FAUC	60,000	29,000.00
	FRBCMC	150,000	44,944.10
	Estimated Cash Balance		**1,059,238.10**
	Project Costs	Budgeted 2009/10	**Total Spent Prior Fiscal Year As of**
			06/30/09
0001101	0001101 Cash Lot Lease - Reimbursement Trans. In		**50000**
0000000	0000000 0000000 A.D.T. (1.1.1.1.0.0.0

COUNTY OF SAN LUIS OBISPO
Department of Agriculture/Weights and Measures
2156 SIERRA WAY, SUITE A • SAN LUIS OBISPO, CALIFORNIA 93401-4556
(805) 781-5910 • FAX (805) 781-1035
www.slocounty.ca.gov/agcomm
AgComm3LO@co.slo.ca.us

RECEIVED
JUN 28 2011
COUNTY OF SAN LUIS OBISPO
DEPARTMENT OF PUBLIC WORKS

DATE: **June 27, 2011**

TO: **Eric Wier, Environmental Resource Specialist**

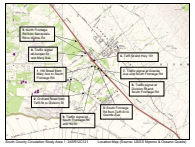
FROM: **Lynda L. Auchinachie, Agriculture Department**

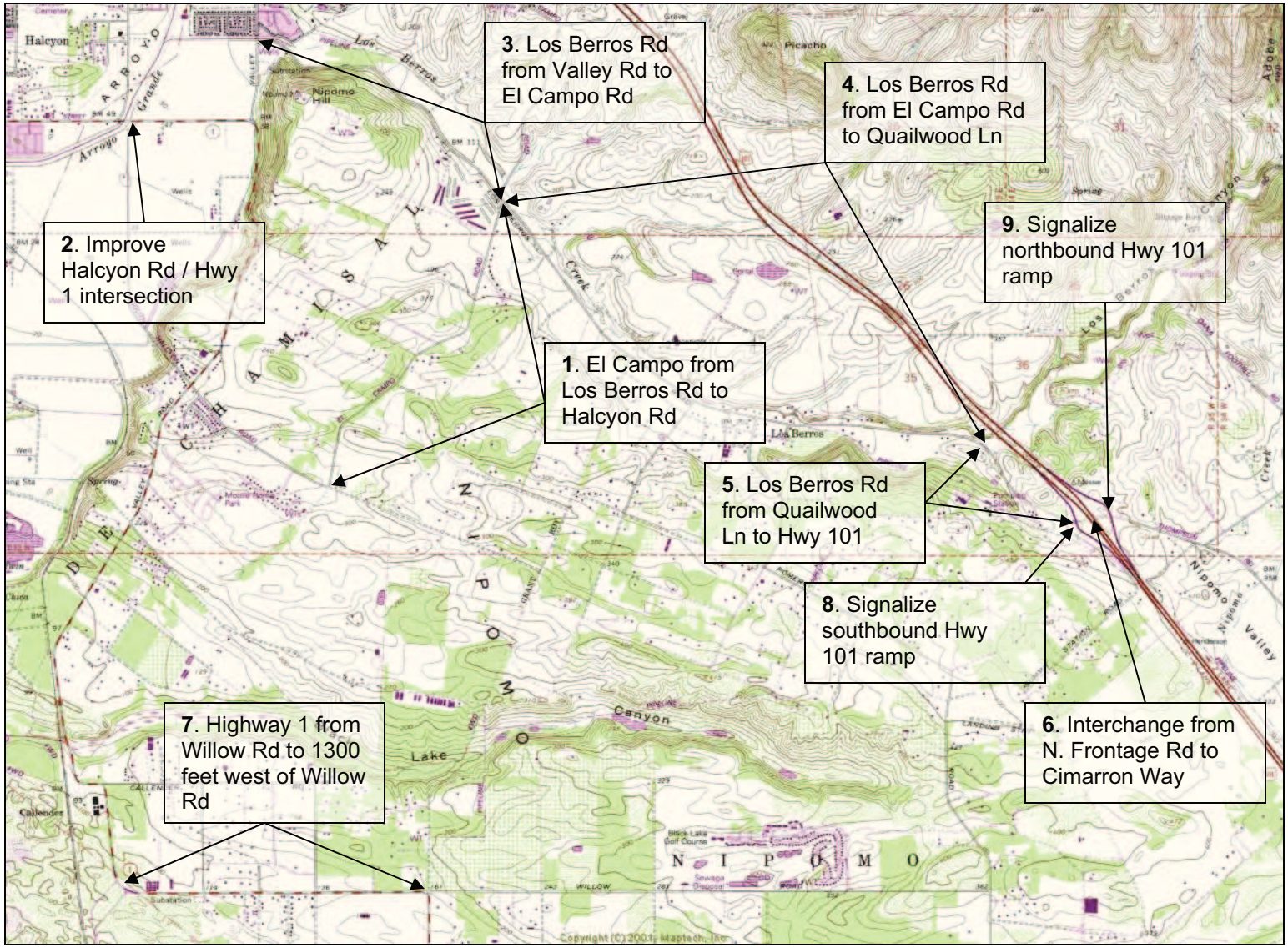
SUBJECT **2011 Department of Public Works Transportation and Circulation Studies (1589)**

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.


Traffic signal at Cherry St. & Hillsdale Ave.
Traffic signal at Cherry St. & Hillsdale Ave.
Traffic signal at Cherry St. & Hillsdale Ave.



South County Circulation Study Area 2; 245R12C122 Location Map (Source: USGS Oceano Quad)