



NEGATIVE DECLARATION & NOTICE OF DETERMINATION

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

Promoting the Wise Use of Land ♦ Helping to Build Great Communities

ENVIRONMENTAL DETERMINATION NO. ED09-108

DATE: December 15, 2011

PROJECT/ENTITLEMENT: Public Works – Templeton Road Widening Project, 300386

APPLICANT NAME: County of San Luis Obispo
ADDRESS: County Government Center, Room 207
CONTACT PERSON: Eric Wier, Environmental Resources Division

Telephone: (805) 788-2766

PROPOSED USES/INTENT: The Department of Public Works proposes to widen Templeton Road to two 12-foot travel lanes with 4-foot paved shoulders, and improve drainage along an approximately 0.6 mile-long section of Templeton Road. The Project’s goal is to improve safety by allowing for more recovery room for vehicles along Templeton Road.

LOCATION: Between South El Pomar Road and Bluebird Hill Lane, east of the City of Atascadero. The project is within the Agriculture and Residential Rural land use categories in the El Pomar/Estrella planning area, First Supervisorial district.

LEAD AGENCY: County of San Luis Obispo
Dept of Planning & Building
976 Osos Street, Rm. 200
San Luis Obispo, CA 93408-2040
Website: <http://www.sloplanning.org>

OTHER POTENTIAL PERMITTING AGENCIES: None

STATE CLEARINGHOUSE REVIEW: YES NO

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

COUNTY “REQUEST FOR REVIEW” PERIOD ENDS AT 4:30 p.m. on December 29, 2011

30-DAY PUBLIC REVIEW PERIOD begins at the time of public notification

Notice of Determination		State Clearinghouse No. _____	
This is to advise that the San Luis Obispo County _____ as <input type="checkbox"/> <i>Lead Agency</i>			
<input type="checkbox"/> <i>Responsible Agency</i> 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 and monitoring 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 the ‘Lead Agency’ address above.			
			County of San Luis Obispo
Signature	Project Manager Name	Date	Public Agency

TEMPLETON ROAD WIDENING PROJECT

ED09-108 (300386)

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

December 15, 2011



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

County File Number: ED09-108 (300386)

SCH Number: _____

**COUNTY DEPARTMENT OF PUBLIC WORKS
TEMPLETON ROAD WIDENING PROJECT
COUNTY OF SAN LUIS OBISPO
MITIGATED NEGATIVE DECLARATION & INITIAL STUDY**

Abstract

The County of San Luis Obispo, Department of Public Works proposes to construct improvements to Templeton Road between South El Pomar Road and Bluebird Hill Lane including: widen Templeton Road to two 12-foot travel lanes with 4-foot paved shoulders, and improve drainage. The Project also includes realigning a jurisdictional roadside drainage ditch. The Project's goal is to improve safety by allowing for more recovery room for vehicles along Templeton Road. Most of the work will be conducted within the County right of way; however, 8 adjacent parcels will be subject to disturbance. The Project is anticipated to result in approximately 3.9 acres of total disturbance. The project is within the Agriculture and Residential Rural land use categories in the El Pomar/Estrella planning area, First 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
Michael Britton, P.E., Project Manager
County Department of Public Works
County Government Center, Room 207
San Luis Obispo, CA 93408
(805) 781-5252

This proposed Mitigated Negative Declaration has been issued by:

12.12.2011 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:

12/9/2011 Dave Flynn
Date Dave Flynn, Deputy 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

Promoting the Wise Use of Land ♦ Helping to Build Great Communities

(ver 3.4) Using Form

Project Title & No. Public Works - Templeton Road Widening Project; ED09-108 (300386)

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

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

DETERMINATION: (To be completed by the Lead Agency)

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

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

Eric Wier Prepared by (Print) *Eric N. Wier* Signature 12/8/11 Date

Murray Wilson Reviewed by (Print) *Murray Wilson* Signature Ellen Carroll, Environmental Coordinator (for) 12/8/11 Date

Project Environmental Analysis

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

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

A. PROJECT

DESCRIPTION: A proposal by the Department of Public Works to widen an approximately 0.63 mile portion of Templeton Road to complete a 12-foot lane width with a 4-foot minimum paved shoulder. The Project's goal is to improve safety by allowing for more recovery room for vehicles along Templeton Road. The project will result in the disturbance of approximately 3.9 acres. The project is located on Templeton Road, and extends from South El Pomar Road to Bluebird Hill Lane, approximately three miles southeast of the community of Templeton, in the El Pomar/Estrella planning area.

Templeton Road is a two-lane rural highway located east of the City of Atascadero. The collision rate along Templeton Road between South El Pomar Road and Highway 41 is more than twice the County average rural road rate. The Project would improve the northern portion of this section of the roadway, and is expected to reduce collision rates, and provide more room for bicycles, decreasing the potential for conflicts with motor vehicles. Construction is planned to occur during the summer of 2013, and is estimated to require approximately two months. Construction will result in minor delays, however one-lane of traffic (with flagging) will be kept open at all times.

Road widening will require cutting back existing roadway cut slopes, placing fill in low areas, constructing two retaining walls, realigning an existing roadside ditch, and replacing several culverts. Existing vegetation will be affected, most of which consists of non-native grassland and weedy roadside plant growth. However, approximately 22 oak trees and several non-native landscape trees will need to be removed. Oak tree loss would be mitigated by planting and maintaining approximately 90 blue and valley oak trees on the south side of the existing roadside ditch. The oak mitigation would occur on a portion of the one-acre staging area.

Staging will occur at two locations: 1) a 0.04 acre triangle between two legs of a driveway approximately 600 feet north of Bluebird Hill Lane, and 2) an approximately 1 acre portion of a field approximately 1800 feet south of South El Pomar Road. Both areas are highly disturbed. The latter site is frequently disced to manage weed growth. Materials and/or equipment will not block access to any residence or business.

The project will be funded by the Federal Highway Administration's High Risk Rural Roads Program (HR3), supplemented by Proposition 1B monies.

ASSESSOR PARCEL NUMBER(S): County road right-of-way and multiple parcels

Latitude: 35 deg 31' 8.95" N Longitude: 120 deg 39' 33.61" W SUPERVISORIAL DISTRICT # 1

B. EXISTING SETTING

PLANNING AREA: El Pomar/Estrella, Rural

LAND USE CATEGORY: Agriculture, Residential Rural

COMBINING DESIGNATION(S): Archaeologically Sensitive Area

EXISTING USES: Undeveloped

TOPOGRAPHY: Nearly level

VEGETATION: Grasses, oak trees, ornamental landscaping

PARCEL SIZE: Not applicable

SURROUNDING LAND USE CATEGORIES AND USES:

<i>North:</i> Residential Rural; agricultural uses, single-family residence(s)	<i>East:</i> Residential Rural; single-family residence(s)
<i>South:</i> Agriculture, Residential Rural; agricultural uses, single-family residence(s)	<i>West:</i> Agriculture; single-family residence(s)

C. ENVIRONMENTAL ANALYSIS

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

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

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

Setting. This portion of Templeton Road is characterized by its rapidly changing vertical and horizontal alignment. The terrain is generally rolling hills and valleys vegetated with grassland, oak and other trees, and some ornamental landscaping. Some rural residences are visible from the road. Most travelers are concentrating on driving, and views are mostly limited due to terrain; therefore viewer sensitivity is considered low.

Impact. During construction, the project will result in a moderate level of change, typical for road construction activity. After completion of construction, changes will be noticeable, but minor. New cut and fill slopes would be created, resulting in temporarily barren areas. Two retaining walls are proposed near the mid-point of the project, and trees and other vegetation would be removed to accommodate widening. Mitigation oak trees will also be planted near the road, resulting in a long-term change. Project changes would be visible from Templeton Road and possibly the very western end of South El Pomar Road.

The project would require the removal of 22 oak trees, ranging in size from 5 to 40 inches (diameter at breast height). In addition, four 8 inch (approximate diameter) eucalyptus trees would be in a new fill slope area, and may need to be removed. These four trees are the northernmost in a row of the same species on the east side of Templeton Road, approximately 300 feet north of the hairpin curve. In the long-term, the absence of 26 trees would result in a more open and less wooded appearance within the project limits.

Approximately 88 replacement trees would be planted on the south side of the road, east of the hairpin curve. In the long term, these trees would result in a more wooded, less open viewshed in this portion of Templeton Road.

The project proposes two retaining walls: 1) a 150 foot-long, circularly aligned structure approximately eight feet in height at the 15 mph curve, and 2) a 175 foot-long, straight structure approximately five feet in height, beginning approximately 220 feet south of the first wall. The walls would be poured in place, with a natural concrete finish. The tops of the walls would be smooth and would follow the contours of the terrain. These walls would result in permanent change to the immediate landscape, but from the traveler's perspective, would be visible only for a few seconds. Due to the alignment of the walls along the edge of the roadway, travelers would have shallowly oblique, rather than direct views of the walls.

Mitigation/Conclusion. The project is considered compatible with the surrounding uses. This project falls into the category of maintaining safe transportation facilities, and is compatible with applicable laws and ordinances. County policy requires oak trees removed to be mitigated by planting and nurturing new trees of the same species at a 4:1 ratio, and oak trees impacted by grading mitigated at a 2:1 ratio. Approximately 88 replacement trees would be planted per mitigation measure in the Biological Resources section. All new cut and fill slopes will be hydroseeded with a blend of species appropriate for the area. The reestablished (revegetated) slopes will be consistent with the character of the area.

2. AGRICULTURAL RESOURCES

- Will the project:

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

Setting. Project Elements. The following area-specific elements relate to the property's importance for agricultural production:

Land Use Category: Residential rural, Agriculture Historic/Existing Commercial Crops: Existing wine grapes
State Classification: Not prime farmland and Prime Farmland if irrigated In Agricultural Preserve? Yes; some parcels
Under Williamson Act contract? Yes; some parcels

The project site has soil types of varied suitability for agriculture:

Soil Type	Agricultural Potential Ratings	
	Capability unit (irrigated / non-irrigated)	Storie index rating
Arbuckle-Positas complex, 15-30% slopes	IV / IV	45
Arbuckle-Positas complex, 30-50% slopes	VI	28
Arbuckle-Positas complex, 50-75% slopes	VII	12
Linne-Calodo complex, 30-50% slopes	VI	22
Still gravelly loam, 0-2% slopes	II / IV	80

Impact. A referral was sent to the County Agricultural Commissioner; key comments state: "... disturbance could result in the conversion of Important Agricultural Soils, temporary and permanent relocation of existing access to agricultural operations, relocation of fencing, and dust impacts to adjacent wine grape vineyards during the construction phase. The Agriculture Department finds the project would result in less than significant impacts to agricultural resources and operations with the incorporation of ... mitigation measures." Approximately 0.25 acre of Still gravelly loam soil would be converted to allow for the oak tree mitigation area.

Mitigation/Conclusion. The following mitigation measures recommended by the Agriculture Department will reduce impacts to a level of insignificance.

- [AG-1] Implement adequate dust control measures during the construction phase of the project to preclude dust impacts to adjacent wine grape vineyards.
- [AG-2] Provide for infrastructure relocation as necessary.
- [AG-3] Prior to planned road closure or delays the County will provide construction information to property owners and known agricultural leaseholders who utilize the road and associated access points.
- [AG-4] If acquisition of land under Williamson Act contract is required, public acquisition provisions of California Government Code Section 51290 *et. seq.* should be followed in order to ensure the integrity of the Land Conservation Act program.

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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Expose any sensitive receptor to substantial air pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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

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

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

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

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

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

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

nonattainment. In the North County, the state and federal ozone and PM standards have been exceeded several times in the past five years.

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

Greenhouse Gas Emissions

The California Air Resources Board (CARB), the California Environmental Protection Agency, and other governmental agencies with jurisdiction are in the process of developing guidelines and thresholds to address a Project's cumulative contribution to greenhouse gas (GHG). Over the last few years, a series of related legislative acts have been made relating to this issue. There are seven greenhouse gases, as follows, and are in order of their global warming potential: carbon dioxide, methane, nitrous oxide, chlorofluorocarbons, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride.

Impact. As proposed, the project will result in the disturbance of approximately 3.9 acres. Implementation of the Project would not result in a long-term increase of traffic trips. The construction phase of the proposed Project will result in air emissions. These emissions are typically generated by construction related dust, the operation of construction equipment, and the production and transportation of construction materials such as asphalt and concrete. Standard specifications for all county road construction contracts require that "The Contractor shall comply with all air pollution control rules, regulations, ordinances and statutes which apply to any work performed pursuant to the contract, including any air pollution control rules, regulations, ordinances and statutes specified in Section 11017 of the Government Code. Unless otherwise provided in the special provisions, material to be disposed of shall not be burned, whether inside or outside the highway right-of-way." Implementation of the proposed Project would not generate air emissions exceeding thresholds requiring mitigation; however, because San Luis Obispo County is currently in non-attainment status for particulates (PM₁₀) and ozone precursors (hydrocarbons and oxides of nitrogen), the APCD has developed a list of construction period air quality mitigation measures that are to be appropriately applied to all Projects through the environmental review process.

Construction Vehicle Emissions

The use of heavy-duty diesel vehicles would be required during the construction of the proposed Project. The CARB lists diesel exhaust as a toxic air contaminant, with no identified threshold below which no effects are expected. The release of emissions from vehicles during construction could result in potentially significant air quality impacts.

Mitigation/Conclusion. Standard specifications for all county road construction contracts require that "The Contractor shall comply with all air pollution control rules, regulations, ordinances and statutes which apply to any work performed pursuant to the contract, including any air pollution control rules, regulations, ordinances and statutes specified in Section 11017 of the Government Code. Unless otherwise provided in the special provisions, material to be disposed of shall not be burned, whether inside or outside the highway right-of-way." To comply with the ARB regulations for NOA, the project must either meet the ATCM requirements for road construction and maintenance, or receive an exemption from the regulations. The APCD recommends the project comply with standard mitigation requirements (below) for road construction and maintenance pursuant to Section 93105 (d)(1)&(2) of the Asbestos ATCM for Construction, Grading, Quarrying, and Surface Mining Operations. Application of standard mitigation measures should ensure any air quality impacts are less than significant.

[AQ-1] During construction/ground disturbing activities, the contractor shall implement the following particulate (dust) control measures. These measures will be included in the contract special

provisions. In addition, the contractor shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust off site. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD prior to commencement of construction.

- a. Reduce the amount of disturbed area where possible
- b. Prevent airborne dust from leaving the site.
- c. Control dust from all dirt stock pile areas.
- d. Implement revegetation (i.e., hydro seeding) as soon as possible following completion of any soil disturbing activities.
- e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading shall be subject to dust control measures (watering, etc.) or shall be sown with a fast germinating native grass seed and watered until a temporary vegetative cover is established.
- f. 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 California Vehicle Code Section 23114.
- g. Ensure that trucks and equipment leaving the site do not carry soil material onto adjacent paved roads; clean adjacent paved roads at the end of each day if visible soil material is carried from the site onto those roads.

[AQ-2] During construction/ground disturbing activities, the following measures to reduce ozone precursor emissions shall be implemented.

- a. Maintain all construction equipment in proper tune according to manufacturer's specifications.
- b. Fuel all off-road and portable diesel powered equipment, including but not limited to bulldozers, graders, cranes, loaders, scrapers, backhoes, generator sets, compressors, auxiliary power units, with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road).
- c. Maximize to the extent feasible, the use of diesel construction equipment meeting the ARB's 1996 or newer certification standard for off-road heavy-duty diesel engines.

[AQ-3] The Air Pollution Control Officer (APCO) is notified in writing at least fourteen (14) days before the beginning of the activity or in accordance with a procedure approved by the district.

[AQ-4] During any road construction or maintenance activity unpaved areas subject to vehicle traffic must be stabilized by being kept adequately wetted, treated with a chemical dust suppressant, or covered with material that contains less than 0.25 percent asbestos.

[AQ-5] During any road construction or maintenance activity the speed of any vehicles and equipment traveling across unpaved areas must be no more than fifteen (15) miles per hour unless the road surface and surrounding area is sufficiently stabilized to prevent vehicles and equipment traveling more than 15 miles per hour from emitting dust that is visible crossing the project

boundaries.

[AQ-6] During any road construction or maintenance activity storage piles and disturbed areas not subject to vehicular traffic must be stabilized by being kept adequately wetted, treated with a chemical dust suppressant, or covered with material that contains less than 0.25 percent asbestos.

[AQ-7] During any road construction or maintenance activity activities must be conducted so that no track-out from any road construction project is visible on any paved roadway open to the public.

[AQ-8] Equipment and operations must not cause the emission of any dust that is visible crossing the project boundaries.

[AQ-9] The APCO shall be notified no later than the next business day of the discovery of serpentine or ultramafic rock or soils within the project area.

[AQ-10] Mitigations [AQ-4] through [AQ-8] shall be implemented within twenty-four (24) hours of the discovery of serpentine or ultramafic rock or soils within the project area.

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

Setting. The California Natural Diversity Data Base was queried for the Templeton USGS quadrangle and eight surrounding quadrangles for the occurrence of special status species in the project area. The California Native Plant Society's Inventory of Rare and Endangered Plants was also consulted (Appendix, Tables 1 & 2). Several plant and animal species of concern were identified as potentially existing in the project impact area and the habitat requirements and identification characteristics for each were reviewed prior to the field survey. A United States Fish and Wildlife Service (USFWS) species list for the project impact area was received on February 16, 2010 (in file). The project was evaluated to determine if any direct or indirect effects would occur to special status species.

Walking surveys of the project impact area were conducted by Eric Wier (San Luis Obispo (SLO) County Environmental Resource Specialist/Biologist) during the morning, daylight hours of April 26, 2010 and by Wier and Kate Ballantyne (SLO County Environmental Resource Specialist/Archaeologist/Biologist) on October 12, 2011, also during morning, daylight hours. Seasonal timing for several plant species was considered and care was taken to review each that may have been outside its blooming season. After reviewing the plant list generated by a CNDDDB nine-quadrangle search, and due to the very disturbed nature of the project area, it was determined that the survey window was appropriate as the likelihood for encountering any of the species was very low.

Existing biological conditions for the 0.63 mile-long site are primarily categorized as ruderal on the road shoulders, non-native grassland, and rural residential in an altered oak woodland setting. Numerous oak trees (valley, live and blue oak) are located along the project alignment. The oak trees are what remains of the area's primeval native oak woodland vegetation, but very little of the associated native understory is present.

Elevation ranges from approximately 835 feet above mean sea level at the sharp curve to approximately 920 feet above mean sea level at Bluebird Hill Lane. The slopes and aspects vary throughout the rolling terrain in the project area. Soil types are mapped as: Arbuckle-Positas complex; Linne-Calodo complex; and Still gravelly loam.

Two prominent drainage courses tributary to the Salinas River occur within the project area: the more northerly carries flows through a culvert under Templeton Road approximately 530 feet south of South El Pomar Road, and the second flows through a culvert under Templeton Road approximately 1,570 feet north of Bluebird Hill Lane, then along the south side of Templeton Road to the sharp curve where it continues west and off-site approximately 2,500 feet to the Salinas River. This drainage course appears to have been aligned within a ditch paralleling Templeton Road as part of constructing the road through this area. The vegetation within the ditch is characterized as non-native grassland. No wetlands occur within the project limits.

Water flows in these streams following significant rainfall events. No surface water was present in any of the streams during the time of the survey. When water flows in these streams it is carried through existing culverts under Templeton Road at several locations. All of the stream courses contained vegetation similar to the surrounding areas outside of the stream channels. No wetland indicator plants were noted within the drainage courses.

The new roadway width will require extension and replacement of several culverts, only one of which is on a jurisdictional waterway. The other locations where culverts will be extended are not associated with jurisdictional waterways. The culvert at the drainage course 530 feet south of South El Pomar Road does not need to be extended.

The southerly drainage course which parallels Templeton Road immediately south of the hairpin curve will be reshaped to a gentler slope, and realigned approximately eight feet to the south in order to accommodate the road widening.

No federally or state listed plant or animal species were detected during the field surveys. However, suitable habitat for several species exists adjacent to the project impact area. A summary of the special status plant and animal species that have been documented in the area is provided in the appendix, Tables 1 and 2. Species with distribution and habitat found only in coastal areas were not included.

Ruderal areas along the road shoulder are largely unvegetated and experience periodic maintenance for fire hazard reduction. Vegetation within these areas included sparse non-native grasses and forbs

along the margins including: red brome (*Bromus hordeaceus*), Mediterranean barley (*Hordeum marinum* ssp. *gussoneanum*), redstem filaree (*Erodium cicutarium*), English plantain (*Plantago lanceolata*), and common knotweed (*Polygonum aviculare*). Oak trees of all three common species are represented within the project area: blue oak (*Quercus douglasii*), coast live oak (*Quercus agrifolia*) and valley oak (*Quercus lobata*). Landscape plants such as pines (*Pinus* sp.), eucalyptus (*Eucalyptus* sp.) and cacti also occur within the project limits.

Non-native grassland vegetation is the dominant vegetation type within the study area, and is dominated by annual grasses of European origin growing from approximately two to four feet high, but subject to at least annual mowing. Typical species include: wild oat (*Avena fatua*), ripgut grass (*Bromus diandrus*), mustard (*Brassica geniculata*), milk thistle (*Silybum marianum*), and hairy vetch (*Vicia villosa* ssp. *villosa*). One area of grassland approximately 950 feet southeast of the "hairpin" curve included a few representatives of native grassland among the dominant non-native grasses, including: johnny jump-up (*Viola pedunculata*), blue dicks (*Dichelostemma capitatum* ssp. *capitatum*), chick lupine (*Lupinus microcarpus*) and Pacific sanicle (*Sanicula crassicaulis*). The grasslands provide habitat for several common animal species, and possibly a few special status animals.

Bare soil occurs toward the northern end of the site as a nearly level, approximately 1.7 acre area parallel to the road which is maintained mostly free of vegetation by periodic discing. This is a proposed construction staging area for the project. Two large valley oaks (*Quercus lobata*) tower over this tilled area.

Three species of native oak tree are represented along Templeton Road: valley oak, coast live oak (*Quercus agrifolia*) and blue oak (*Quercus douglasii*). Non-native grassland is the main understory vegetation of oaks throughout the study area. In many locations, the road shoulder and asphalt pavement overlie oak tree root zones, and near homes and driveways, landscape plantings and features are within oak root zones. Due to activities such as mowing, discing, grazing and domestic animal raising and keeping, as well physical improvements, the oak stands do not appear to be actively regenerating. Very few seedlings or young oak trees were observed.

Ornamental plants also occur within the project limits. Most of these are under cultivation, but some, such as greater periwinkle (*Vinca major*) appear to extend well beyond their original planting areas.

Animal species observed during field surveys included: Pacific chorus frog (*Pseudacris regilla*) in a ground squirrel burrow, a juvenile gopher snake (*Pituophis melanoleucus*), over 20 bird species including acorn woodpeckers utilizing a massive valley oak tree as a grainary, black-tailed jackrabbit (*Lepus californicus*) and mule deer. Nesting bird activity was not specifically observed during field surveys, but may occur within the project area.

Work within the jurisdictional stream will require the following permits: Nationwide Permit from the U.S. Army Corps of Engineers pursuant to Section 404 of the Clean Water Act, and Water Quality Certification from the Regional Water Quality Control Board pursuant to Section 401 of the Clean Water Act. A Streambed Alteration Agreement from the California Department of Fish and Game pursuant to Section 1600 et seq. of the California Fish and Game Code may also be required.

Impact. The total area of impact will be approximately 3.9 acres. Of this, approximately 1 acre will be within ruderal areas, 0.5 acre sq ft within non-native grassland, and 0.7 ac sq ft within altered oak woodland. The remaining 1.7 acres is either bare ground or tilled with no vegetation cover.

The jurisdiction of the California Department of Fish and Game is assumed to be top of bank to opposite top of bank. Should the Department take jurisdiction over the ditch, impacts within this area would total approximately 0.28 acre (12,000 sq ft). Impacts to waters of the United States will total approximately 0.05 acre (2,100 sq ft); of this total, all of which would be temporary impact.

Construction will require the removal of approximately 22 oak trees over five inches in diameter representing two species: blue oak (12), and valley oak (10). No coast live oaks will be removed. Minor disturbance within the root zone of one oak tree will be necessary for realigning the roadside ditch (southeast of the hairpin curve). Trimming of oak trees is not expected to be necessary.

Removal of trees during the non-nesting season prior to construction would preclude direct impacts to nesting birds.

Mitigation/Conclusion. The following measures will reduce biological impacts to a level of insignificance.

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

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

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

[BR-3] All trees to remain on-site that are within fifty feet of construction or grading activities shall be marked for protection (e.g. flagging) and their root zone fenced prior to any grading. The outer edge of the tree root zone is 1-1/2 times the distance from the trunk to the drip line of the tree. Grading, utility trenching, compaction of soil, or placement of fill shall be avoided within these fenced areas. Care shall be taken to avoid surface roots within the top 18" of soil. If any roots must be removed or exposed, they shall be cleanly cut and not left exposed above the ground surface.

[BR-4] Servicing and fueling of vehicles shall be accomplished with the use of the following best management practices:

- a. Servicing and fueling shall take place as far as practical from waterways. When fueling, tanks shall not be "topped off."
- b. A secondary containment, such as a drain pan or drain cloth, shall be used when fueling to catch spills or leaks.
- c. Fueling and servicing shall be done only in designated areas.

- d. Employees and subcontractors shall be trained in proper fueling, servicing, and clean-up procedures.
- e. All fluid spills shall be reported immediately.
- f. Storage of hazardous materials shall be as far as practical from waterways.
- g. A contingency plan for possible leaks and spills of hazardous materials into waterways shall be developed and implemented as appropriate.

[BR-5] Upon completion of the project, all temporarily disturbed areas shall be returned to original contours.

[BR-6] Persons who are under County or contractor control shall not have firearms or pets; nor shall they engage in hunting or fishing.

[BR-7] The construction zone shall be kept free from litter by providing suitable disposal containers for trash and all construction-generated material wastes. These containers shall be emptied at regular intervals and the contents properly disposed.

[BR-8] The amount of construction-related disturbance shall be limited to the extent practicable. The project limits shall be conspicuously flagged or otherwise marked in the field. Construction activities shall be restricted within the marked areas. Storage, parking, and laydown areas shall be clearly marked. Equipment and vehicles shall be kept out of areas identified as wetlands and waters of the United States.

[BR-9] 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.

5. CULTURAL RESOURCES -
Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Disturb pre-historic resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Disturb historic resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>Disturb paleontological resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

5. CULTURAL RESOURCES - <i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
d) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The project is located in an area historically occupied by the Northern Chumash and Salinan. No historic structures are present and no paleontological resources are not known to exist in the area (Paleo Solutions, Inc. 2010).

Impact. The project is located in an area that would be considered culturally sensitive due to some physical features typically associated with prehistoric use or occupation. The El Pomar/Estrella area plan identifies areas within 300 feet of a stream as archaeologically sensitive areas. A Phase I (surface) survey was conducted by Kate Ballantyne, a qualified archaeologist with the Public Works Department's Environmental Programs Division. No evidence of cultural materials was noted within the project's area of impact. Impacts to historical or paleontological resources are not expected.

Mitigation/Conclusion. No significant cultural resource impacts are expected to occur, and no mitigation measures are necessary.

6. GEOLOGY AND SOILS - <i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Result in exposure to or production of unstable earth conditions, such as landslides, earthquakes, liquefaction, ground failure, land subsidence or other similar hazards?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Be within a California Geological Survey "Alquist-Priolo" Earthquake Fault Zone"?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>Result in soil erosion, topographic changes, loss of topsoil or unstable soil conditions from project-related improvements, such as vegetation removal, grading, excavation, or fill?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Change rates of soil absorption, or amount or direction of surface runoff?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Include structures located on expansive soils?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) <i>Change the drainage patterns where substantial on- or off-site sedimentation/ erosion or flooding may occur?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

6. GEOLOGY AND SOILS - <i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
g) <i>Involve activities within the 100-year flood zone?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) <i>Be inconsistent with the goals and policies of the County's Safety Element relating to Geologic and Seismic Hazards?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) <i>Preclude the future extraction of valuable mineral resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting

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

Topography: Gently sloping to very steeply sloping

Within County's Geologic Study Area?: No

Landslide Risk Potential: Low

Liquefaction Potential: Low (GeoSolutions Inc., 9/13/11)

Nearby potentially active faults?: Yes Distance? Approx. 3/4 mile east (per GeoSolutions Inc., 9/13/11)

Area known to contain serpentine or ultramafic rock or soils?: No (GeoSolutions, Inc. 11/1/11)

Shrink/Swell potential of soil: Low to moderate

Other notable geologic features? None

A geological report was prepared for the project (GeoSolutions; September 13, 2011).

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

Within the 100-year Flood Hazard designation? No

Closest creek? Unnamed tributary to Salinas River Distance? Within project area

Soil drainage characteristics: Moderately drained to not well drained

The Project is not expected to result in any changes in the character of area drainage, or alter any historic drainage patterns. Some changes in culverts would occur to maintain existing drainage patterns.

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 project's soil erodibility is as follows:

Soil erodibility: Low to moderate

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. The Department of Public Works applied for, and the SLO Air Pollution Control District issued an exemption from California Code of Regulations Section 93105 (Naturally Occurring Asbestos ATCM). The proposed project will involve the disturbance of an approximate 3.9-acre area for construction, materials storage, and contractor staging area. Exposed and freshly disturbed soils could be subject to erosion. Based on a geologic evaluation, project activities have a low potential to expose ultramafic rock or NOA. Some soil erosion, topographic changes, loss of topsoil or unstable soil conditions may result from Project construction activities; however, these impacts would be temporary in nature and mitigated by the measures cited below. Drainage improvements are proposed which would maintain existing patterns and ensure efficient storm water flow away from the road surface and private driveways.

Mitigation/Conclusion. The measures below will mitigate impacts to geologic and soil resources to a level of insignificance.

- [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.

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

Setting. The project is not located in an area of known hazardous material contamination. Construction will require equipment which uses potentially hazardous fuel and fluids. Construction

would be coordinated with emergency services providers. One-lane traffic control is expected to be required during construction. Access would be maintained to individual businesses and residences. Emergency response time is approximately 15 minutes. The project area is within the high severity risk area for fire. A geological evaluation conducted for the project found no surface indication that serpentinite rock or other ultramafic rock generally associated to contain asbestos is present within the vicinity of the proposed roadway alignment. Therefore the potential for naturally occurring asbestos to exist on-site is considered very low. In addition, soil samples were collected and tested for the presence of aerially-deposited lead. Laboratory analysis concluded that small traces of lead were detected in the soil samples, however, these lead concentrations were not above California state action level thresholds. The project is not within the Airport Review area.

Impact. A referral was sent to Cal Fire, who indicated they had no concerns with the project. Construction will require the use of hazardous materials such as fuels and lubricants, and may pose a fire safety risk. The project may temporarily affect traffic flow during construction, however it is 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.

Mitigation/Conclusion. 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 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.

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

Setting. The project site is located within Agricultural and Residential Rural on both sides of Templeton Road. The project is not within close proximity of loud noise sources, and will not conflict with any sensitive noise receptors (e.g., residences). Based on the Noise Element’s projected future noise generation from known stationary and vehicle-generated noise sources, the project is within an acceptable threshold area.

Impact. Noise levels in the immediate project area will be elevated during construction activities, especially when heavy machinery is in use. Some residents may at times be bothered by construction noise. No exceedance of county noise standards is expected from the project. Project construction is expected to last approximately 60 working days.

Mitigation/Conclusion. 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.

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

Setting. The project is limited to the road and associated work that will not induce significant growth, displace housing or people or create the need for substantial new housing.

Impact. The project will not result in a need for a significant amount of new housing, and will not displace existing housing.

Mitigation/Conclusion. No significant population and housing impacts are anticipated, and no mitigation measures are necessary.

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

**12. TRANSPORTATION/
CIRCULATION - Will the project:**

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

Setting. Templeton Road is classified as a "collector" in the El Pomar/Estrella Circulation Element. Templeton Road serves an important link in the local transportation network, providing a key north-south connection between Highway 41 and Templeton on the east side of the Salinas River. The project will improve safety on Templeton Road.

No significant traffic-related concerns were identified.

Impact. The project will not result in an increase in the local population and will not increase the capacity of the roadway. Construction will result in minor delays, however one-lane of traffic will be kept open at all times.

Mitigation/Conclusion. No significant traffic impacts were identified, and no mitigation measures are necessary.

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

Setting. The project is limited to road work and will not result in impacts to wastewater systems or introduce new wastewater to the project area. A portable chemical toilet will be on site for use by construction crews.

Impact. None

Mitigation/Conclusion. No mitigation measures are necessary.

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

Setting.

The topography of the project is gently sloping to very steeply sloping. The closest stream to the proposed development is an unnamed tributary adjacent to an approximately 1,000 foot portion of Templeton Road east of the hairpin curve. As described in the NRCS Soil Survey, the soil surface is

considered to have low to moderate erodibility.

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

Impact. Regarding surface water quality, as proposed, the project will result in the disturbance of approximately 3.9 acres. Adverse water quality impacts could result from the release of fine sediments into the stream, on-going erosion from unstable earth materials, and the accidental release of petroleum products from construction equipment.

Mitigation/Conclusion. Construction will follow standard erosion and sedimentation control measures, minimizing impacts to the creek. 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 will reduce the potential impacts to a less than significant level:

- [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] 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.

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

Setting/Impact. Surrounding uses are identified on page 2 of the Initial Study. The project is limited to the road and associated work that will be consistent with the surrounding land uses and will facilitate safe movement of people through the project location.

Because the project is a public works project (outside the coastal zone) it is not subject to local zoning and building codes. However, the project will be constructed to accepted engineering and safety standards. The project is not within or adjacent to a Habitat Conservation Plan area. The project is consistent or compatible with the surrounding uses as summarized on page 2 of this Initial Study.

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
<p>a) <i>Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>b) <i>Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>c) <i>Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Exhibit A - Initial Study References and Agency Contacts

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

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

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

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

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

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

Templeton Road Widening Project Visual Impacts; memorandum prepared by Eric Wier, Department of Public Works, County of San Luis Obispo for Cathy Stettler, Caltrans Environmental. November, 2011.

Natural Environment Study (Minimal Impacts) for the Templeton Road Widening Project; prepared by Eric Wier, Department of Public Works, County of San Luis Obispo. DRAFT November, 2011.

Archaeological Survey Report for the Templeton Road Widening Project; prepared by Kate Ballantyne, Department of Public Works, County of San Luis Obispo. DRAFT December, 2011.

Final Paleontological Monitoring Report: Nacimiento Water Project, County of San Luis Obispo, California. Paleo Solutions, Inc. April 1, 2010.

Numerical Slope Stability Evaluation and Roadway Pavement Sections, Templeton Road, Templeton Area, San Luis Obispo County, California; prepared by GeoSolutions, Inc. September 13, 2011.

Asbestos Discussion Report, Templeton Road, Templeton Area, San Luis Obispo County, California; prepared by GeoSolutions, Inc. November 1, 2011.

Evaluation for Presence of Airborne Deposited Lead, Templeton Road, Templeton Area, San Luis Obispo County, California; prepared by GeoSolutions, Inc. December 2, 2011.

Exhibit B - Mitigation Summary Table

- [AG-1] Implement adequate dust control measures during the construction phase of the project to preclude dust impacts to adjacent wine grape vineyards.
- [AG-2] Provide for infrastructure relocation as necessary.
- [AG-3] Prior to planned road closure or delays the County will provide construction information to property owners and known agricultural leaseholders who utilize the road and associated access points.
- [AG-4] If acquisition of land under Williamson Act contract is required, public acquisition provisions of California Government Code Section 51290 *et. seq.* should be followed in order to ensure the integrity of the Land Conservation Act program.
- [AQ-1] During construction/ground disturbing activities, the contractor shall implement the following particulate (dust) control measures. These measures will be included in the contract special provisions. In addition, the contractor shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust off site. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD prior to commencement of construction.
- a. Reduce the amount of disturbed area where possible
 - b. Prevent airborne dust from leaving the site.
 - c. Control dust from all dirt stock pile areas.
 - d. Implement revegetation (i.e., hydro seeding) as soon as possible following completion of any soil disturbing activities.
 - e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading shall be subject to dust control measures (watering, etc.) or shall be sown with a fast germinating native grass seed and watered until a temporary vegetative cover is established.
 - f. 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 California Vehicle Code Section 23114.
 - g. Ensure that trucks and equipment leaving the site do not carry soil material onto adjacent paved roads; clean adjacent paved roads at the end of each day if visible soil material is carried from the site onto those roads.
- [AQ-2] During construction/ground disturbing activities, the following measures to reduce ozone precursor emissions shall be implemented.
- a. Maintain all construction equipment in proper tune according to manufacturer's specifications.
 - b. Fuel all off-road and portable diesel powered equipment, including but not limited to

bulldozers, graders, cranes, loaders, scrapers, backhoes, generator sets, compressors, auxiliary power units, with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road).

- c. Maximize to the extent feasible, the use of diesel construction equipment meeting the ARB's 1996 or newer certification standard for off-road heavy-duty diesel engines.

[AQ-3] The Air Pollution Control Officer (APCO) is notified in writing at least fourteen (14) days before the beginning of the activity or in accordance with a procedure approved by the district.

[AQ-4] During any road construction or maintenance activity unpaved areas subject to vehicle traffic must be stabilized by being kept adequately wetted, treated with a chemical dust suppressant, or covered with material that contains less than 0.25 percent asbestos.

[AQ-5] During any road construction or maintenance activity the speed of any vehicles and equipment traveling across unpaved areas must be no more than fifteen (15) miles per hour unless the road surface and surrounding area is sufficiently stabilized to prevent vehicles and equipment traveling more than 15 miles per hour from emitting dust that is visible crossing the project boundaries.

[AQ-6] During any road construction or maintenance activity storage piles and disturbed areas not subject to vehicular traffic must be stabilized by being kept adequately wetted, treated with a chemical dust suppressant, or covered with material that contains less than 0.25 percent asbestos.

[AQ-7] During any road construction or maintenance activity activities must be conducted so that no track-out from any road construction project is visible on any paved roadway open to the public.

[AQ-8] Equipment and operations must not cause the emission of any dust that is visible crossing the project boundaries.

[AQ-9] The APCO shall be notified no later than the next business day of the discovery of serpentine or ultramafic rock or soils within the project area.

[AQ-10] Mitigations [AQ-4] through [AQ-8] shall be implemented within twenty-four (24) hours of the discovery of serpentine or ultramafic rock or soils within the project area.

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

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

These newly planted trees shall be maintained until successfully established. This shall include protection (e.g. tree shelters, caging) from animals (e.g. deer, rodents), regular

weeding (minimum of once early fall and once early spring) of at least a three foot radius out from the plant and adequate watering (e.g. drip-irrigation system). Watering should be controlled so only enough is used to initially establish the tree, and reducing to zero over a three year period. If possible, planting during the warmest, driest months (June through September) shall be avoided. In addition, standard planting procedures (e.g. planting tablets, initial deep watering) shall be used.

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

- d. 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;
- e. 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,
- f. 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.

[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.

[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.

[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] 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.



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

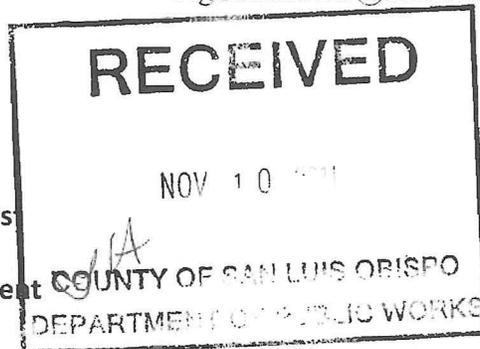
AgCommSLO@co.slo.ca.us

DATE: November 9, 2011

TO: Eric Wier, Environmental Resource Specialist

FROM: Lynda L. Auchinachie, Agriculture Department

SUBJECT Templeton Road Widening/Safety Improvement Project (1612)



Thank you for the opportunity to review and comment on the Templeton Road widening and safety improvement project located between South El Pomar Road and Bluebird Hill Lane, east of Atascadero. The project will be located primarily within the County right of way; however, some adjacent agricultural properties/operations could be subject to disturbance including properties under Williamson Act contract. Such disturbance could result in the conversion of Important Agricultural Soils, temporary and permanent relocation of existing access to agricultural operations, relocation of fencing, and dust impacts to adjacent wine grape vineyards during the construction phase. The Agriculture Department finds the project would result in less than significant impacts to agricultural resources and operations with the incorporation of the following mitigation measures.

Mitigation Measures

The Department recommends the following measures to minimize impacts to agricultural resources and/or operations:

- Implement adequate dust control measures during the construction phase of the project to preclude dust impacts to adjacent wine grape vineyards.
- Provide for infrastructure relocation as necessary.
- Prior to planned road closure or delays the County provide construction information to property owners and known agricultural leaseholders who utilize the road and associated access points.
- If acquisition of land under Williamson Act contract is required, public acquisition provisions of California Government Code Section 51290 *et seq.* should be followed in order to ensure the integrity of the Land Conservation Act program.

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.



Air Pollution Control District
San Luis Obispo County

November 10, 2011

Eric Wier
Environmental Programs Division
County Department of Public Works
County Government Center, Room 207
San Luis Obispo, CA 93401

SUBJECT: Naturally Occurring Asbestos ATCM – Geologic Exemption Request Granted for the Templeton Road Widening Project located in Templeton

Dear Mr. Wier:

Thank you for your submittal for exemption from California Code of Regulations Section 93105 (Naturally Occurring Asbestos ATCM) dated November 4, 2011. After review of the documentation, the District agrees with the geological evaluation and grants San Luis Obispo County Department of Public Works request for exemption for the scope of evaluations for the Templeton Road Widening Project located between South El Pomar and Bluebird Hill Lane in Templeton.

Based upon the Geologic Evaluation performed by GeoSolutions, Inc. dated November 1, 2011, it appears that the likelihood of encountering serpentine deposits is low.

Expiration of the Geologic Exemption: If County Department of Public Works or its contractors subsequently discover any naturally occurring asbestos, serpentine, or ultramafic rock in the area to be disturbed, then:

1. County Department of Public Works or operator must comply with the requirements of CCR 93105;
2. County Department of Public Works or operator must report the discovery of the naturally-occurring asbestos, serpentine, or ultramafic rock to the APCD no later than the next business day; and
3. The exemption under CCR 93105 subsection (c) (1) shall expire and cease to be effective.

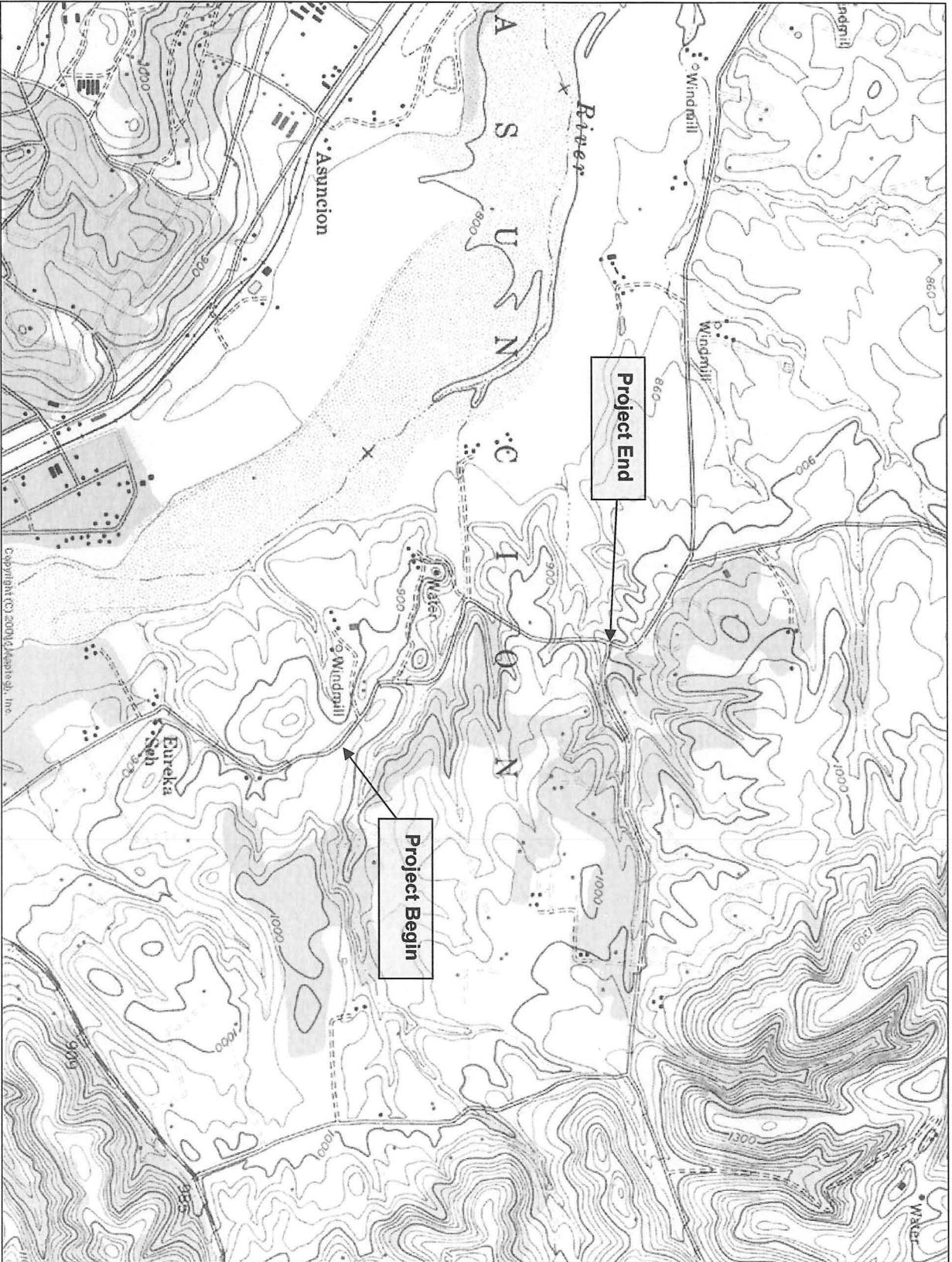
Based on the information provided, we are unsure of the types of equipment that may be present at the site during construction. Certain operational sources may require APCD permits, such as back-up diesel generators > 50 HP. Portable equipment used during construction activities may require California statewide portable equipment registration (issued by the California Air Resources Board) or a District permit. Please contact the District's Engineering Division at (805) 781-5912 for specific information regarding registration or permitting requirements.

Enclosed is Invoice Number 14185 for the evaluation for Naturally Occurring Asbestos ATCM. Journal Entry #1001044129 was created in SAP. If you have any questions, please contact me at (805) 781-5912.

Very truly yours,

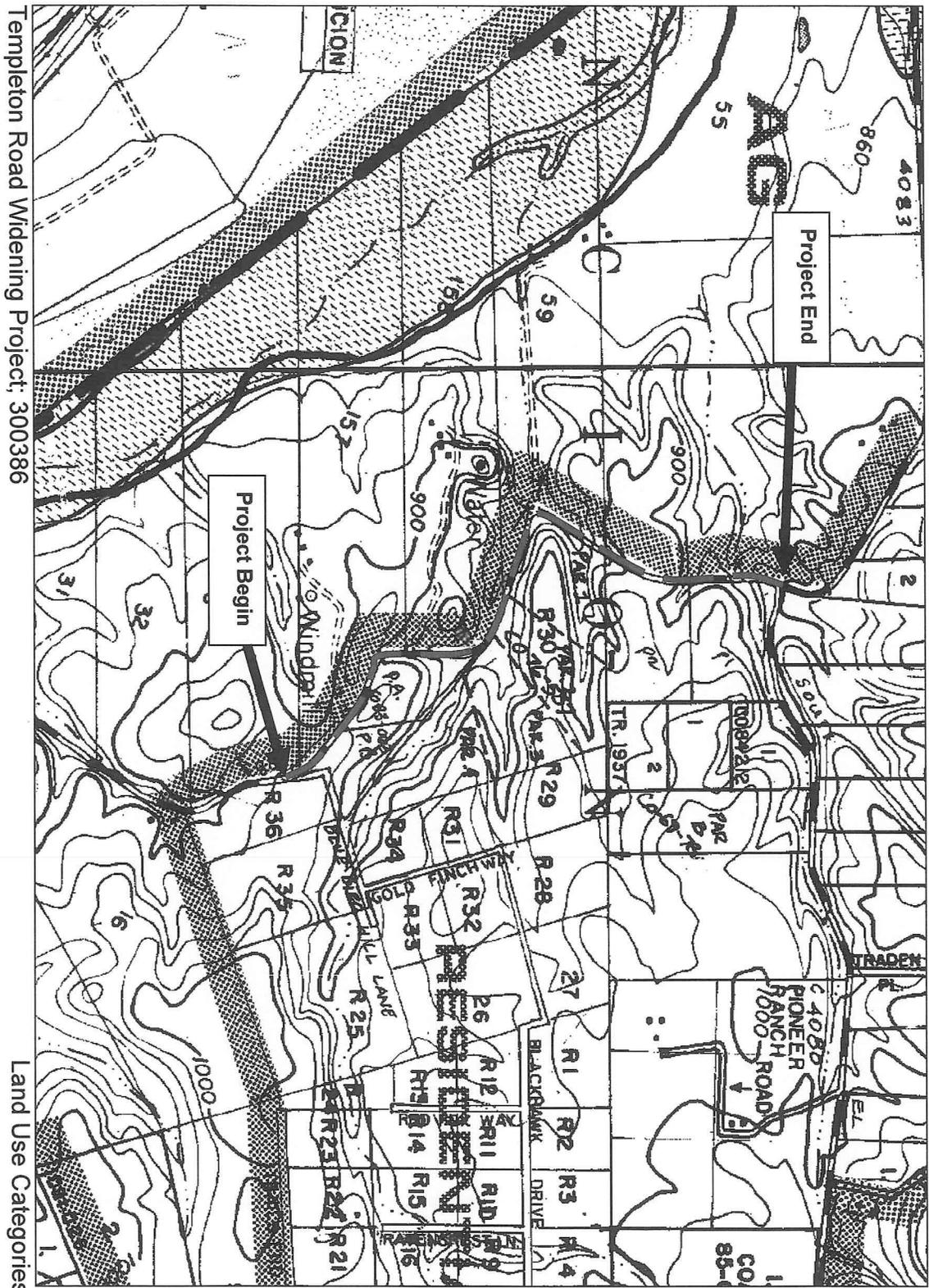
Tim Fuchs
Air Quality Specialist

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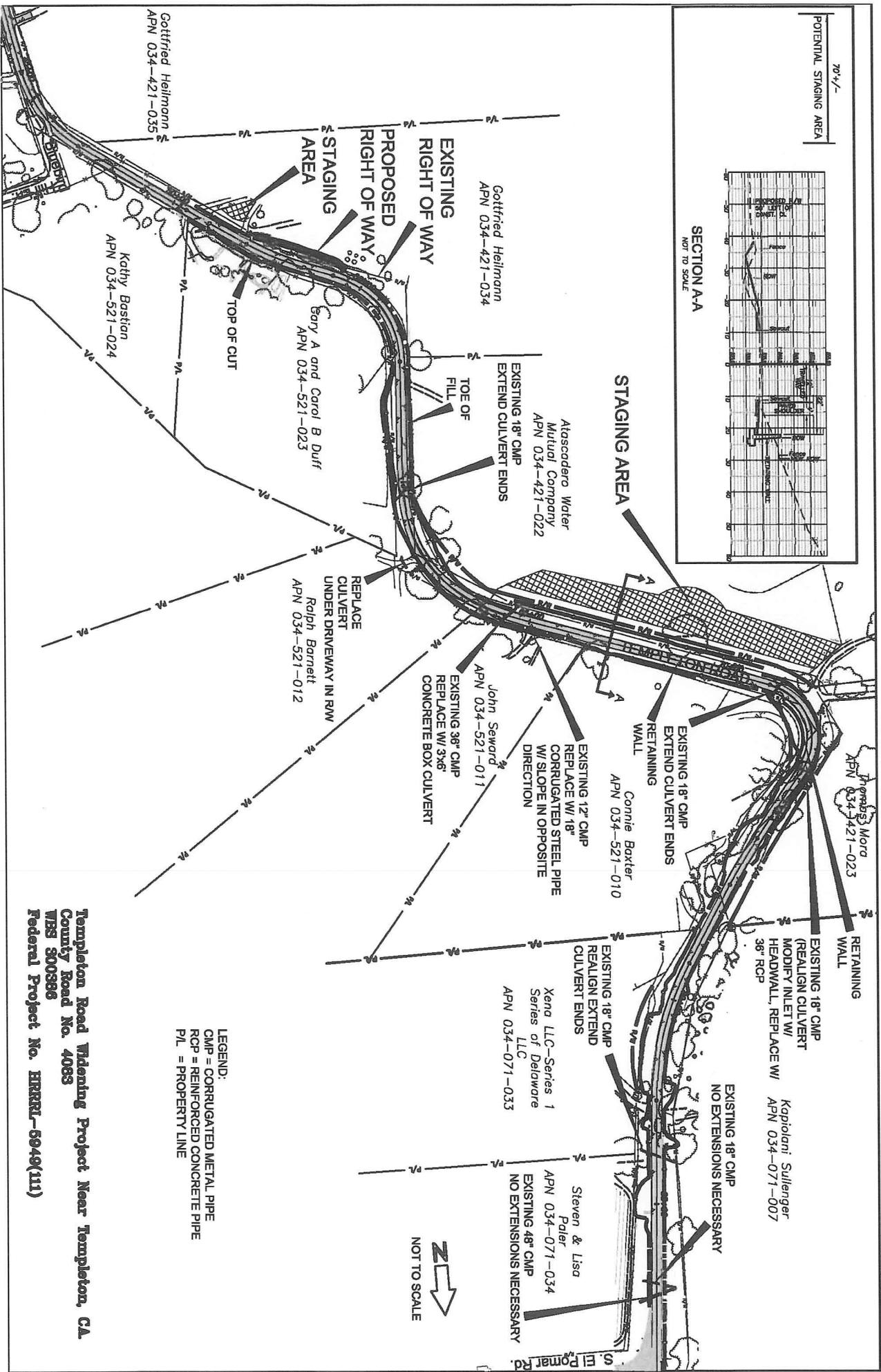
Templeton Road Widening Project; 300386

Location Map (USGS Templeton quadrangle)



Templeton Road Widening Project; 300386

Land Use Categories



Templeton Road Widening Project Near Templeton, CA
 County Road No. 4083
 WBS 300386
 Federal Project No. HRRRL-6949(111)

INDEX OF SHEETS

SHEET NO.	TITLE SHEET	TYPICAL SECTIONS
1	RIGHT OF WAY MAP STA. 100+00 TO 126+50	
2	RIGHT OF WAY MAP STA. 126+50 TO 143+50	
3	RIGHT OF WAY MAP STA. 143+50 TO 160+00	
4	RIGHT OF WAY MAP STA. 160+00 TO 176+00	
5	RIGHT OF WAY MAP STA. 176+00 TO 193+00	
6	PLAN AND PROFILE STA. 100+00 TO 126+00	
7	PLAN AND PROFILE STA. 126+00 TO 151+00	
8	PLAN AND PROFILE STA. 151+00 TO 176+00	
9	PLAN AND PROFILE STA. 176+00 TO 193+00	
10	CONSTRUCTION DETAILS	
11	COMPOSITE UTILITY PLAN	
12		
13		
14		

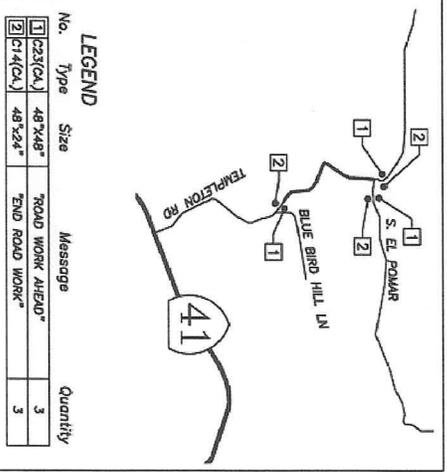
**COUNTY OF SAN LUIS OBISPO, CALIFORNIA
PUBLIC WORKS DEPARTMENT
DESIGN DIVISION**

**PLANS FOR WIDENING
OF TEMPLETON ROAD
FROM BLUEBIRD HILL LANE TO
SOUTH EL POMAR
NEAR TEMPLETON, CA.
COUNTY CONTRACT NO. 300386
FEDERAL NO. HRRRL-5949(111)**

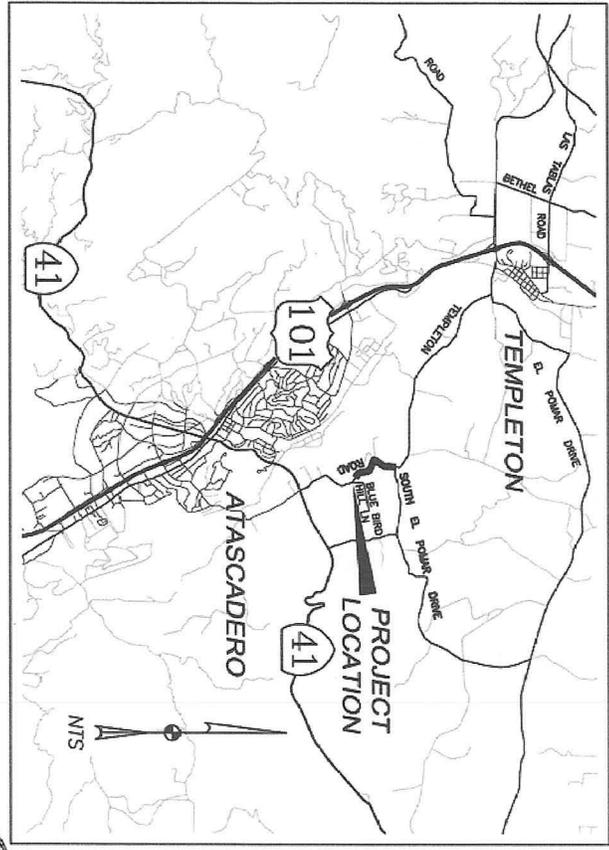
To Be Supplemented By State Standard Plans Dated May, 2006

APPROVED: _____
DEPUTY DIRECTOR OF PUBLIC WORKS

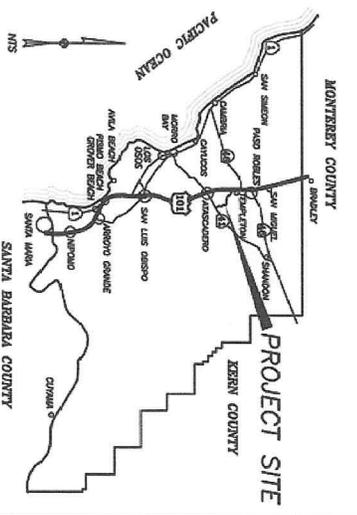
ROAD NO.	JOB NO.	SHEET NO.	TOTAL SHEETS
4083	300386	1	14



CONSTRUCTION AREA SIGN PLAN



LOCATION MAP
NO SCALE



VICINITY MAP
NO SCALE



ROAD WIDENING - TEMPLETON ROAD			
TITLE SHEET			
Designer	Date	Drawn By	Date
P. DONNELLY	4/20/11	C. COX	4/20/11
Design Engineer	Date		
J. WERTS	4/20/11		

Gottfried Heilmann
APN 034-421-034

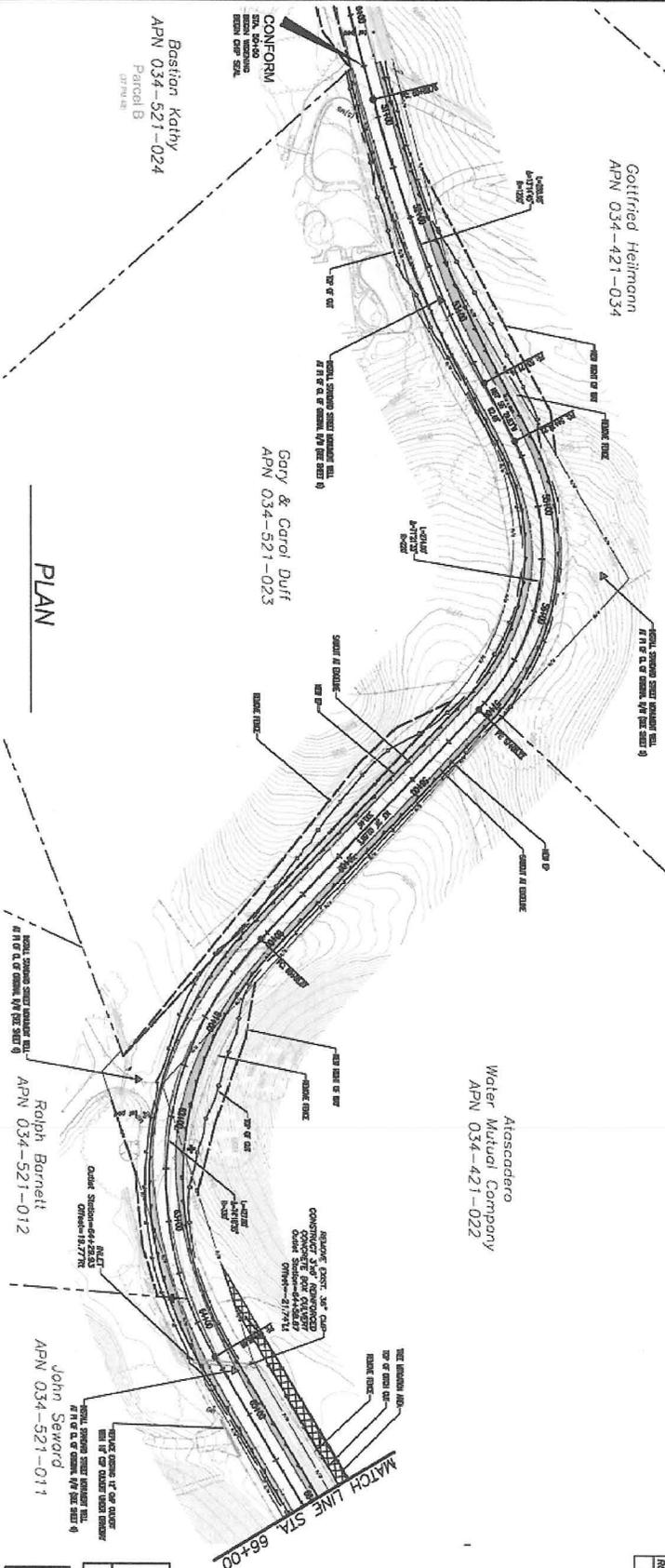
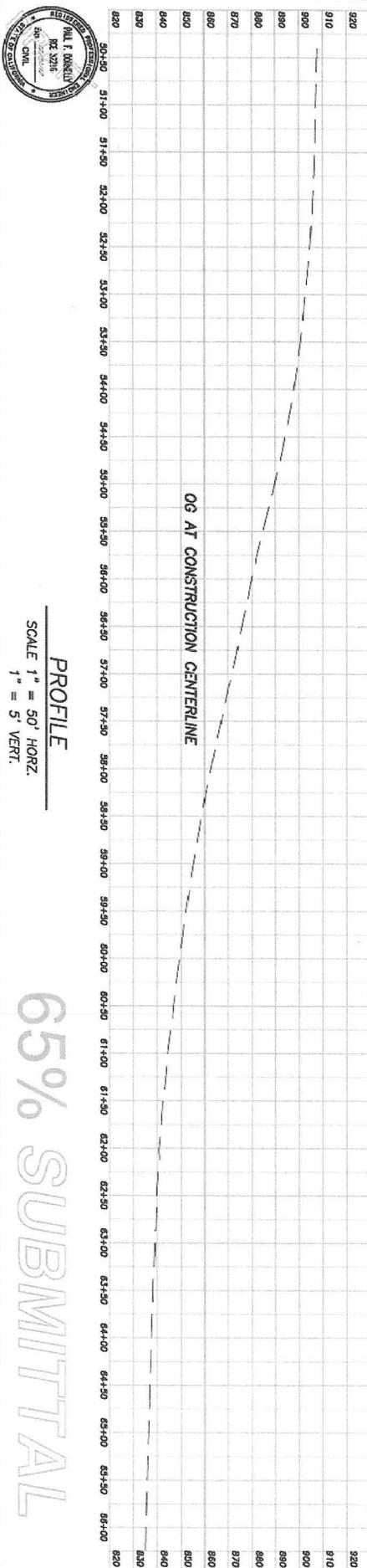
Gary & Carol Duff
APN 034-521-023

Atascadero
Water Mutual Company
APN 034-421-022

Ralph Barnett
APN 034-521-012

John Seward
APN 034-521-011

Bastion Kathy
APN 034-521-024
Parcel B



DATE	BY	DESCRIPTION
4/2011	P. DONNELLY	DESIGN
4/2011	C. COX	DESIGN
4/2011	J. WEST	DESIGN
4/2011		DESIGN

PROFILE
SCALE 1" = 50' HORIZ.
1" = 5' VERT.

65% SUBMITTAL

ROAD NO.	JOB NO.	SHEET NO.	TOTAL SHEETS
4033	300396	10	14

ROAD WIDENING - TEMPLETON ROAD
PLAN AND PROFILE STA. 50+50 TO 66+00

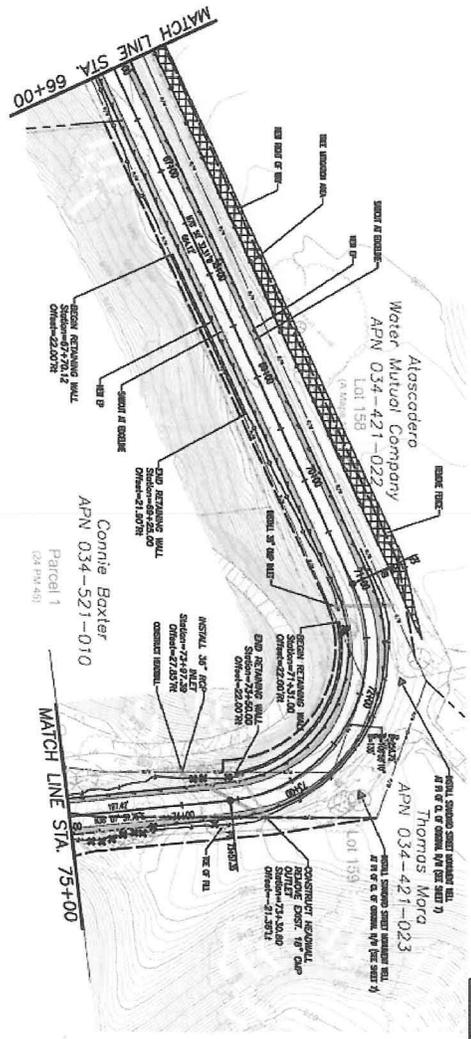
REDUCED PLAN
USE SCALE BELOW

LEGEND
LIMITS OF NEW IMPROVEMENT
X THREE TO BE REMOVED

1" = 50'
50' 100'

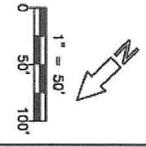
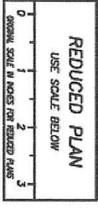


Designer	Date	Drawn By	Date	Design Engineer	Date
P. DONNELLY	4/2011	C. COX	4/2011	J. WENST	4/2011

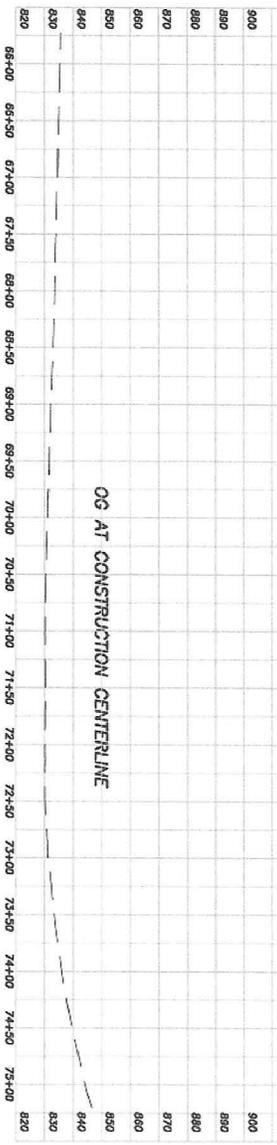


LEGEND
 X LIMITS OF NEW PAVEMENT
 TREE TO BE REMOVED

PLAN



ROAD NO.	JOB NO.	SHEET NO.	TOTAL SHEETS
4083	300395	13	14

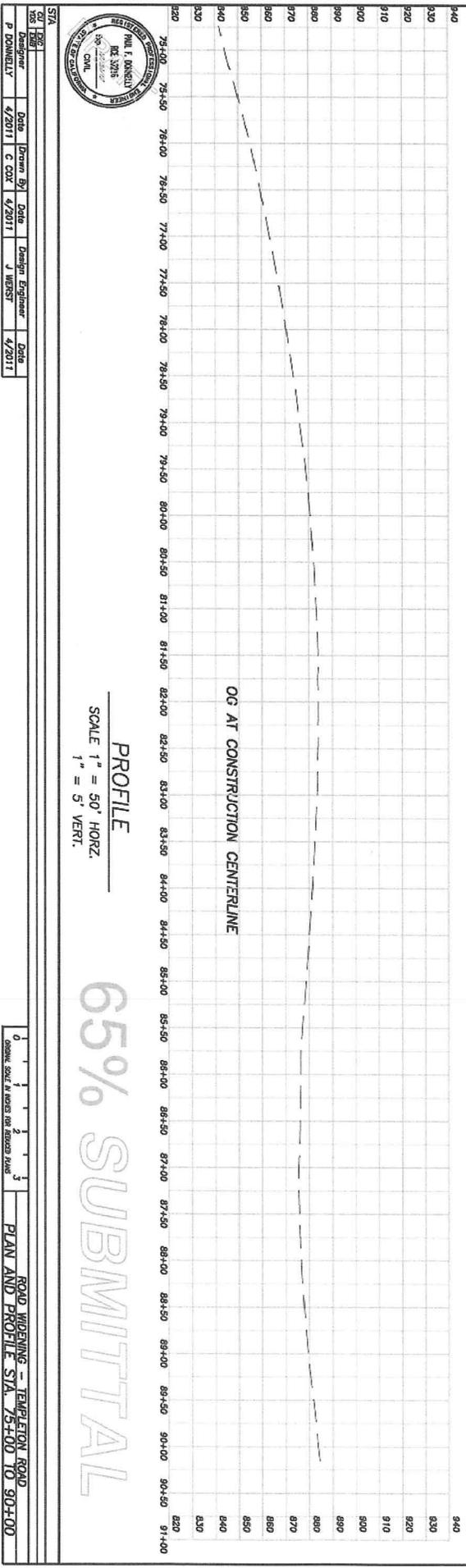
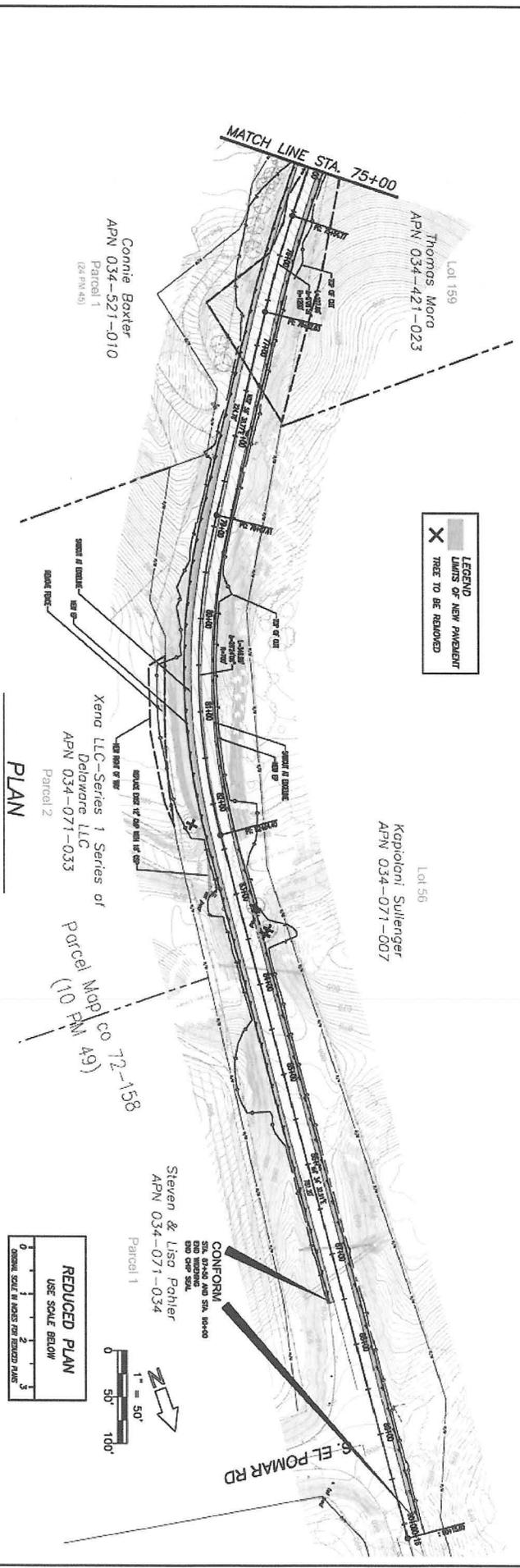


PROFILE
 SCALE 1" = 50' HORIZ.
 1" = 5' VERT.

65% SUBMITTAL

ROAD WIDENING - TEMPLERON ROAD
 PLAN AND PROFILE STA. 66+00 TO 75+00

ROAD NO.	JOB NO.	SHEET	TOTAL
4083	300268	12	14



STA.	DATE	DESIGNED BY	DRAWN BY	DATE	DESIGN ENGINEER	DATE
155	4/2011	P. DONNELLY	C. COX	4/2011	J. WEST	4/2011

ROAD WIDENING	TEMPLETON ROAD
0	PLAN AND PROFILE STA. 75+00 TO 90+00