Final Environmental Impact Report for the Co-Located Dispatch Facility Project

SCH# 2020090201

Prepared By:
County of San Luis Obispo Department of Public Works
County Government Center, Room 206
San Luis Obispo, CA 93408

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Executive Summary

Purpose of the EIR

The purpose of an Environmental Impact Report (EIR) is to provide State and local agencies and the public with detailed information on the potentially significant environmental effects that a proposed project is likely to have, to list ways that the significant environmental effects may be minimized, and to indicate alternatives to the project. This Final Environmental Impact Report (FEIR) addresses the environmental effects of the construction and operation of the County of San Luis Obispo Department of Public Works (County) proposed Co-Located Dispatch Facility Project (project).

This FEIR has been prepared in accordance with the California Environmental Quality Act (CEQA) as amended, and the latest State Guidelines for the Implementation of CEQA. The need for a EIR is justified based upon review of the project-specific design, the completion of project-specific technical reports, and the completion of an Initial Study for the project (refer to Appendix A).

Based on the analyses and conclusions in the Initial Study, the FEIR focuses primarily on potentially significant impacts to aesthetic resources. Other environmental resources evaluated in the Initial Study were evaluated in this FEIR as well based on comments received on the Initial Study (Biological Resources and Hazards and Hazardous Materials), review of applicable plans and regulations, as well as the alternatives analysis.

Project Location

The project site is located in the unincorporated community of Templeton, in the County of San Luis Obispo (Figure ES-1). The project site is on a 5-acre County-owned parcel at 350-358 North Main Street, Templeton (Assessor Parcel Number 040-201-038). The parcel is located in the Public Facilities land use category (Figures ES-2 and ES-3). The parcel is located west of North Main Street and east of Highway 101, and currently has a County Sheriff Department building, a County Department of Agriculture building, a covered vehicle area, parking areas, and stormwater basin (Figure ES-4). An access drive and pedestrian walkway provide access to the site from North Main Street.

Project Background

The County is proposing the project to take advantage of the efficiencies provided by a co-located facility and to resolve the following concerns with the existing facilities the project would replace:

- Current facilities do not meet basic standards to house 10-hour duty shifts and 24-hour employees.
- Current facilities are not compliant with the Occupational Safety and Health Administration (OSHA) or the Americans with Disabilities Act (ADA).

- Emergency communication operations are at times adversely impacted due to space constraints and infrastructure shortcomings.

The project was originally proposed to be located at the County Operations Center (COC) at Kansas Avenue, off Highway 1, northwest of the City of San Luis Obispo. However, that site presented significant challenges, including the need to relocate other existing facilities at the COC, soil conditions, and concerns with the aesthetic impacts of the project because it would be highly visible to travelers along Highway 1, which is a State designated scenic highway.

The currently proposed project site in Templeton (Figure ES-1 through 4) is proposed because it is on County-owned land, already houses a County sheriff facility, and provides a suitable location for the communication tower in regard to communication (line-of-sight) with other existing communication towers in the region.

Figure ES-1. Vicinity Map

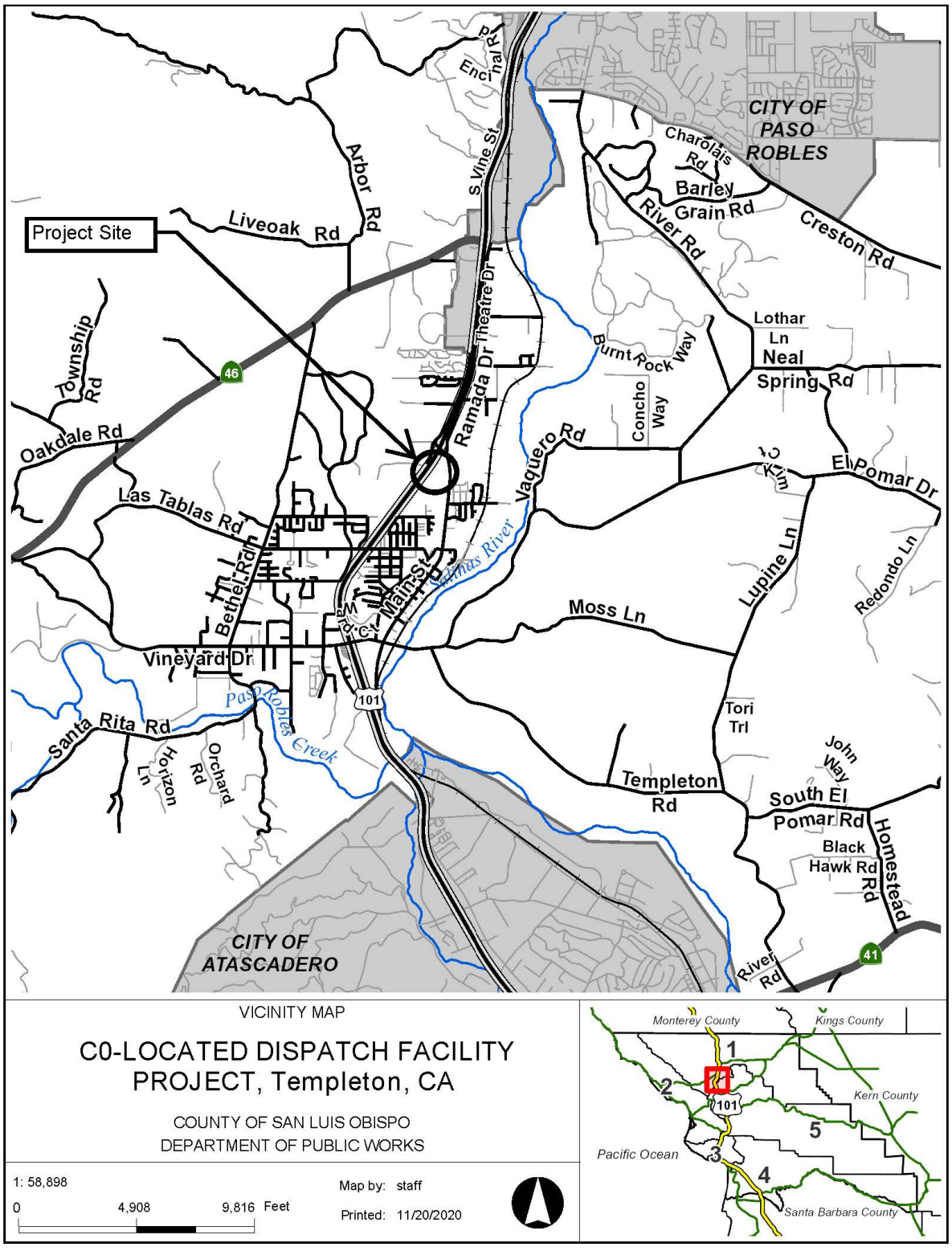


Figure ES-2. Project Area Map

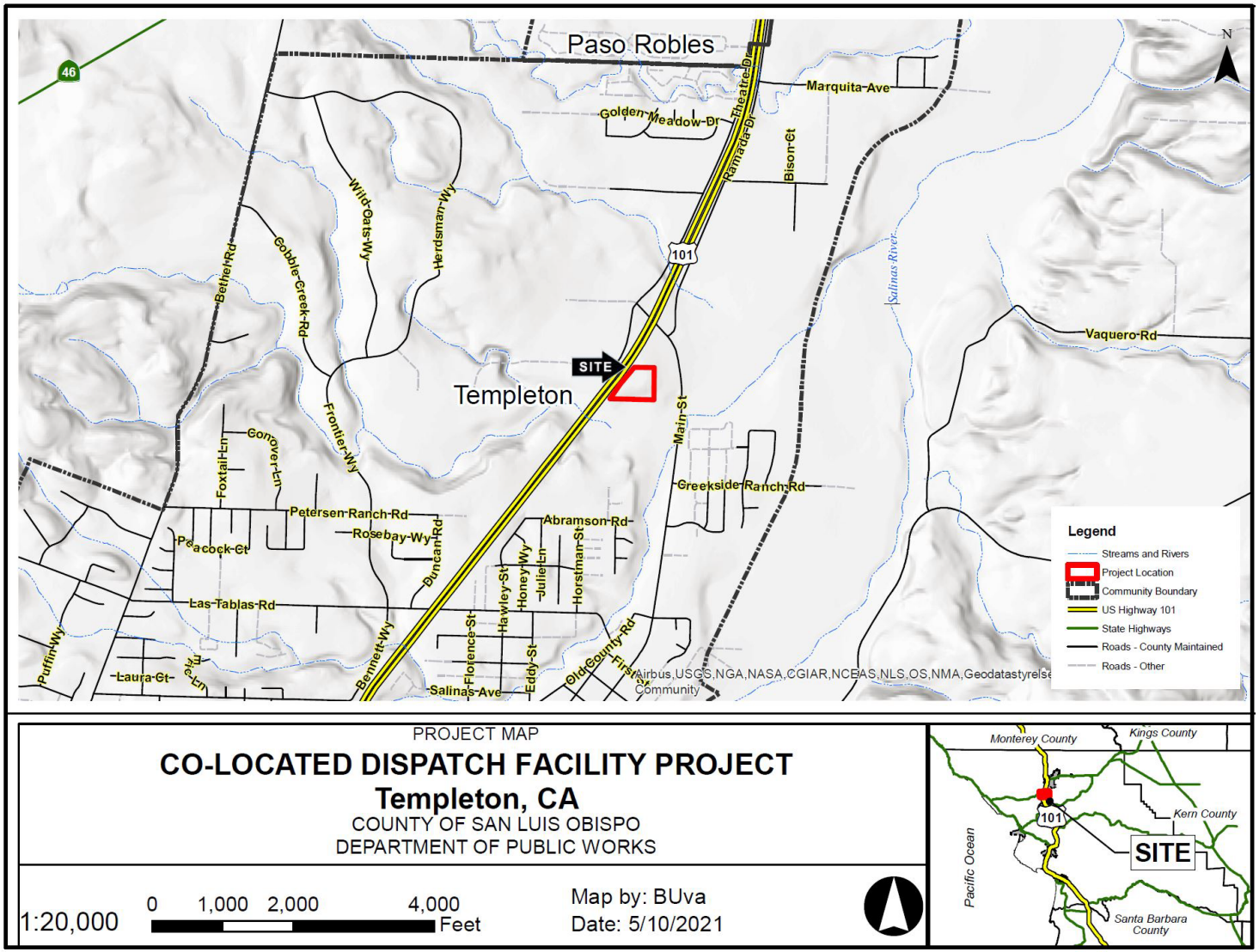


Figure ES-3. Land Use Map

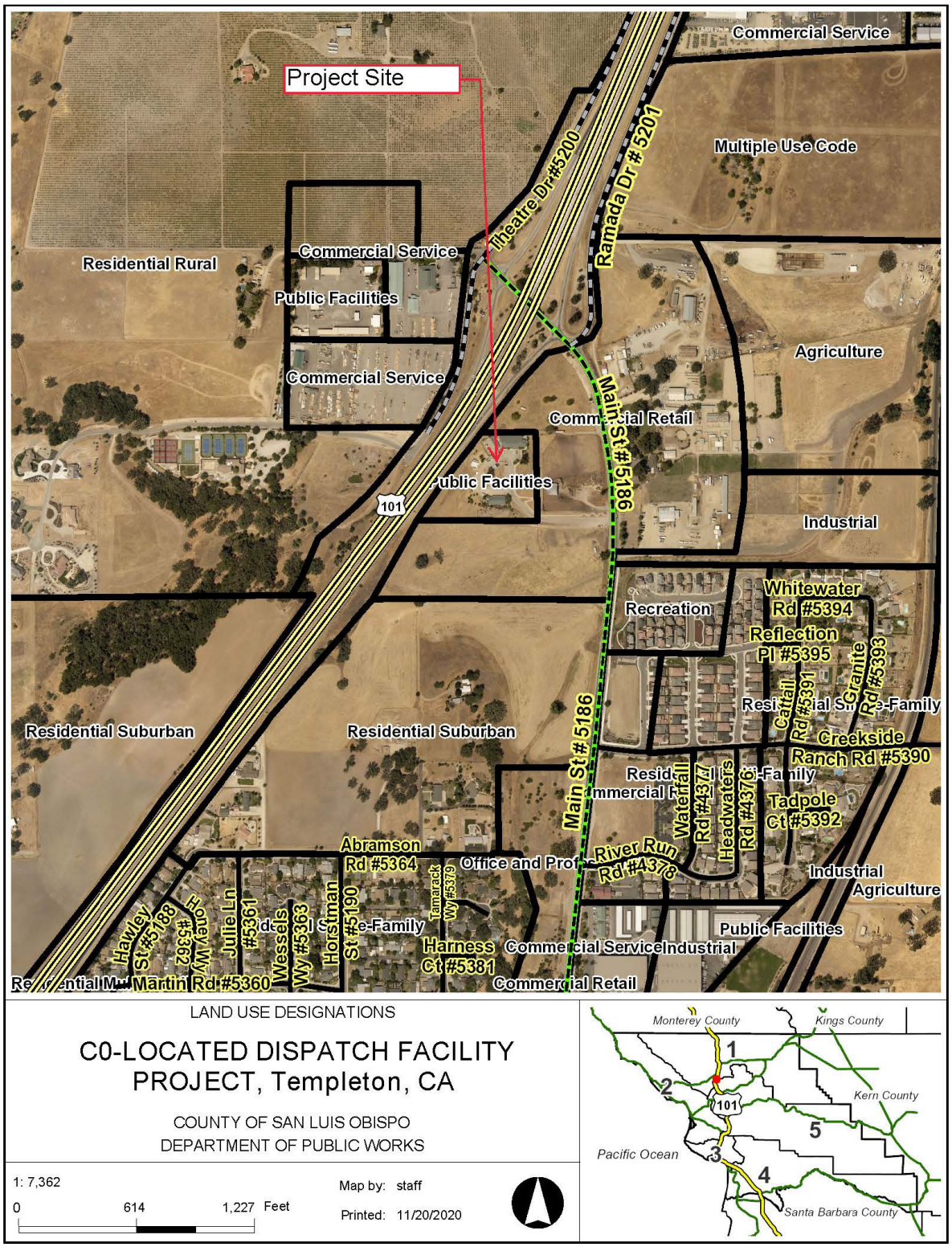
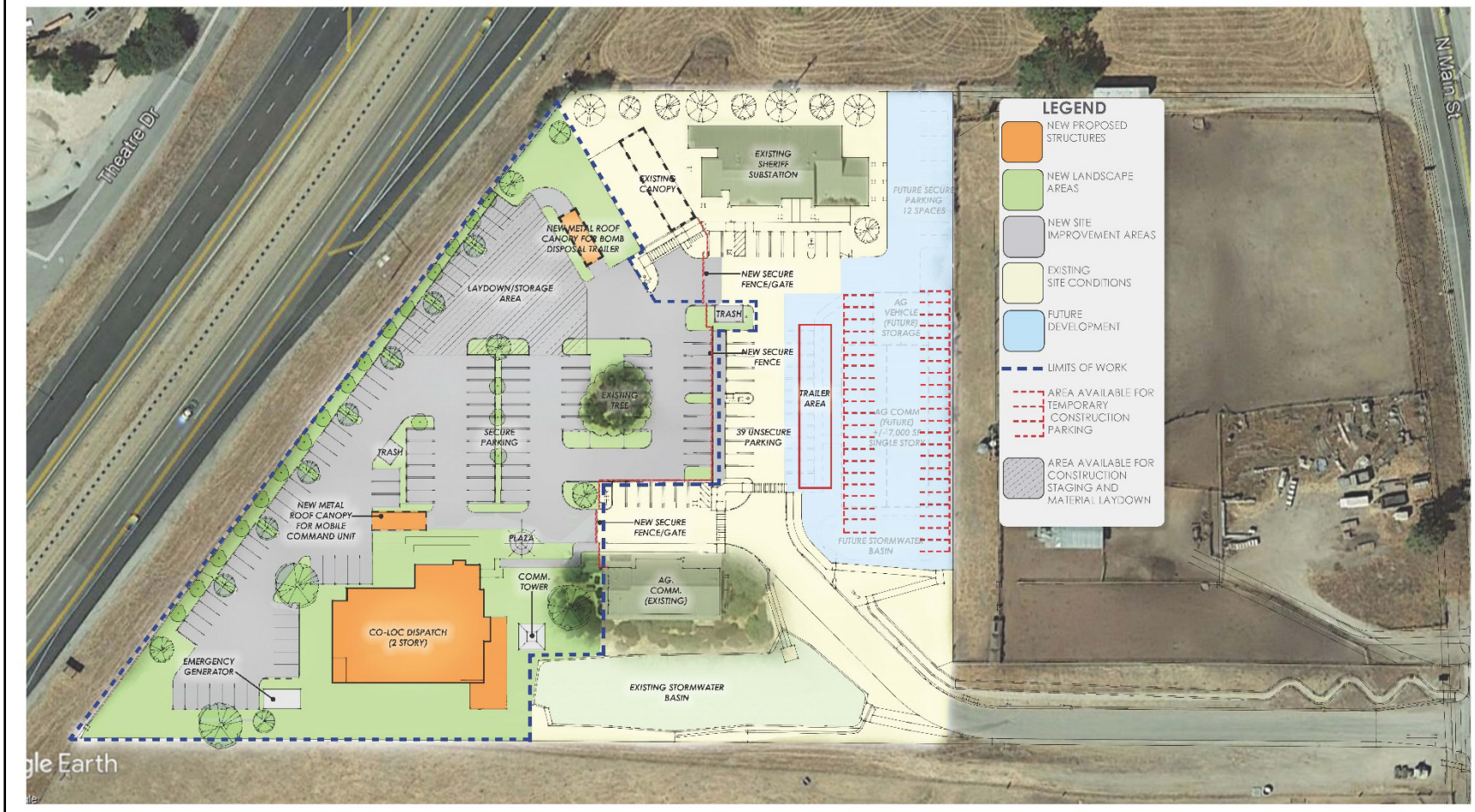


Figure ES-4. Conceptual Site Plan



Project Objectives

The primary objective of the project is to consolidate the County's Sheriff's Office Dispatch Center currently at the COC and the California Department of Forestry and Fire Protection and County Fire Department's Emergency Command Center (currently on North Santa Rosa Street in San Luis Obispo). The facility would serve as the County's primary Public Safety Answering Point to provide dispatch for law enforcement, fire, and ambulance services throughout the unincorporated regions of the county, as well as within the seven incorporated communities. The facility would also serve as a regional emergency response operations headquarters.

Project Objectives include:

- Co-locate the facilities for each participant for the purpose of the efficiencies provided by shared facilities, improved communication between agencies, and improved County-wide dispatch and emergency response functions.
- Provide County-wide communication capability, which requires a clear line-of-sight for microwave paths to other County- and State-owned public safety radio sites located at Tassajera Peak and Mount Lowe.
- Provide a facility with an adequate information technology service center, and communications and backup power redundancy, built to State essential services standards (California Administrative Regulations for the Division of the State Architect, Article 1, 2019).
- Meet the basic standards to house 10-hour duty shifts and 24-hour employees, with sufficient space to safely and effectively conduct emergency communication operations.
- Ensure facility is in compliance with OSHA and ADA standards.
- Provide a user-friendly, safe, and healthy environment for the combined law enforcement and fire dispatching and emergency services personnel.
- Provide appropriate site security measures where necessary.
- Meet or exceed the California Green Building Standards Code (CalGreen) Tier 1 or the intent of the U.S. Green Building Council Leadership in Energy and Environmental Design (LEED) Silver requirements, which pertain to, among other things, energy and water efficiency and environmental quality of materials to be used.

Proposed Project

Proposed facilities include an approximately 18,000-square-foot, two-story Essential Services Emergency Dispatch building (Figures ES-4 and ES-6). The facility would include dispatching centers, staff offices, dormitory, IT server and radio communications space, secure armory, kitchen and break areas, locker rooms, exercise room, laundry, and delivery, supply, and storage areas. The facility would support between 15 and 30 personnel. The exterior of the building would be designed to be compatible with the character of the existing buildings on the parcel (e.g., Figures ES-5).

The Co-Located Dispatch Facility would also include construction of a 140-foot-high public safety radio communications tower (Figure ES-7) with approximately 45 attached antennas including two-way radio antennas, microwave radio antennas, and other associated public-safety-related communications equipment. Antennas attached to the top of the 140-foot-high tower could increase the total height of the structure to 160 feet. The 140-foot-high tower needs to be constructed within 50 feet of the radio equipment in the building to prevent signal loss, which increases with distance away from the tower.

Other associated site improvements include a secure perimeter fence; reconfigured and expanded parking with secure and non-secure parking spaces (approximately 64 spaces); internal security fences and access gates; delivery, trash/recycling, and storage areas; supplemental stormwater treatment facilities; security monitoring equipment; emergency generator, backup power equipment, and fuel storage; on-site utilities extended to serve the new facilities; optional outdoor break areas; and landscaping.

Potential future build-out of the site may include a new Department of Agriculture Building (with expanded space for approximately 10 additional personnel) and vehicle storage area, and associated stormwater improvements. This EIR evaluates full build-out of the parcel, including these features as currently defined through the Design-Build process, although they may not be funded or constructed as part of the project. In the event future development on the parcel is substantially modified from the current plans, subsequent CEQA evaluation may be required regarding aesthetics and other environmental factors.

In order for the proposed communication facility to work as designed, it is necessary to add equipment to the existing Mt. Lowe, Tassajera Peak, and West Cuesta Peak communication tower facilities.

Notice of Preparation

In accordance with the provisions of the State CEQA Guidelines, a Notice of Preparation for the project was distributed on September 14, 2020. The comment period ended on October 15, 2020. A total of seven responses were received. These responses are included in Appendix A.

Notice of Availability of Draft Environmental Impact Report (DEIR)

The Notice of Availability of the DEIR was released on August 21, 2021, with a 45-day comment period on the DEIR ending on October 11, 2021.

The following agencies, organizations, and members of the public provided comments on the DEIR:

1. County of San Luis Obispo Air Pollution Control District (APCD)
2. California Highway Patrol (CHP)
3. Templeton Area Advisory Group (TAAG) comments dated October 5, 2021
4. Public comments filed by TAAG Board Delegated dated October 11, 2021, endorsed as official TAAG comments on October 21, 2021

5. Dorothy Jennings, Templeton resident
6. Jones and Miller families, Templeton residents and neighboring landowners

The APCD commented that appropriate air quality mitigation measures were incorporated into the EIR and that APCD had no other comments. The CHP commented that the project will have no impact to the Templeton area's local operation and/or public safety.

Comments from TAAG and residents focused on a number of issues, primarily aesthetic resources, drainage, and traffic. The comment letter from TAAG includes a statement that the group formally recommends denial of the project.

The full text of all comments received and the County's response to each are provided in Appendix G.

The County has determined that no new significant issues were raised in comments on the DEIR and no substantive revisions or new mitigation measures are necessary.

Significant Environmental Impacts Identified

Significant impacts identified in this FEIR and the measures to address them are shown in Table ES-1. The FEIR concludes that some of the aesthetic impacts of the project would be reduced to a less than significant level with the incorporation of mitigation measures. These include impacts associated with the proposed buildings and parking, for example. Other aesthetic impacts of the project were determined to be significant and unavoidable, including the 140-foot-high communications tower in close proximity to Highway 101, that would be visible for portions of both near-field and far-field views from Highway 101, North Main Street, and other local public roads in the region. The communication tower is an integral component of the project and would have significant and unavoidable adverse impacts to aesthetics. Table ES-1 shows each aesthetic impact identified and all mitigation measures recommended to reduce or avoid impacts.

For the remaining issue areas, the County determined that the potential for significant effects would be reduced to a less than significant level with incorporation of mitigation measures. This is detailed in the Initial Study in the Air Quality, Biological Resources, Cultural Resources, Geology and Soils, as well as Hazards and Hazardous Materials, for example. All project impacts and recommended mitigation measures are shown in Table ES-1.

Project Alternatives

Project alternatives are limited somewhat by the objectives of developing a co-located project, and the technical constraints associated with developing a reliable essential services communications tower that functions with existing regional communication towers. Alternatives evaluated in this FEIR include:

1. No-Action Alternative – This alternative is required by CEQA and in this case would consist of the dispatch functions remaining at the existing County facilities.

2. County Operations Center – This alternative would consist of construction of the co-located dispatch facility on County-owned land at the existing County Operations Center along Highway 1 northwest of the City of San Luis Obispo.
3. Two Tower Alternative – This alternative consists of the proposed project modified to construct two communications towers, each less than 140 feet high, to fulfill project communication needs.
4. Alternative Tower Location – This alternative consists of the proposed project with consideration of a total of eight other alternative tower locations on the parcel.

Generally, the Alternatives Analysis considers alternatives that would avoid or reduce, to the maximum extent feasible, the identified significant and unavoidable impacts. For this project, that would include aesthetic resources impacts. Because of the tower component, all of the proposed alternatives, with the exception of the No Project Alternative, would result in significant and unavoidable aesthetic impacts. However, the No Project Alternative is not feasible because it does not accomplish the project objectives.

Table ES-1 shows each potential impact and all mitigation measures recommended to avoid or reduce identified impacts. The proposed project is considered environmentally superior, or equivalent in environmental impacts, to the remaining alternatives.

Impact Summary Table

Table ES-2 provides a summary of the potential impacts of the proposed project and the mitigation measures associated with each impact that are to be implemented in order to reduce the environmental impacts to a level of insignificance. In accordance with CEQA, Table ES-2 identifies the types of potential impacts described in EIRs and those specifically associated with the proposed development.

Class I Impacts—Significant environmental impacts that cannot be fully mitigated or avoided. The decision maker must adopt a "Statement of Overriding Considerations" as required under CEQA Guidelines Section 15093 if the project is approved. Class I impacts have been identified for the impacts of the project to aesthetic resources.

Class II Impacts—Significant environmental impacts that can be feasibly mitigated or avoided. The decision maker must issue "Findings" under CEQA *Guidelines* §15091(a) if the project is approved. Class II impacts have been identified pertaining to Air Quality, Biological Resources, Cultural Resources, Geology and Soils, and Hazards and Hazardous Materials.

Class III Impacts—Environmental impacts that are adverse but not significant, for which the decision maker does not have to adopt "Findings" under CEQA. All Class II impacts identified in this EIR would become Class III impacts with the adoption of the recommended mitigation. The Class II impact resources listed above would be Class III impacts with incorporation of the mitigation measures listed in Table ES-1.

Figure ES-5. Existing County Sheriff building on the parcel.

Figure ES-6. Preliminary concept for dispatch building.

Figure ES-7. Typical communication tower schematic (actual number and type of attachments would differ).

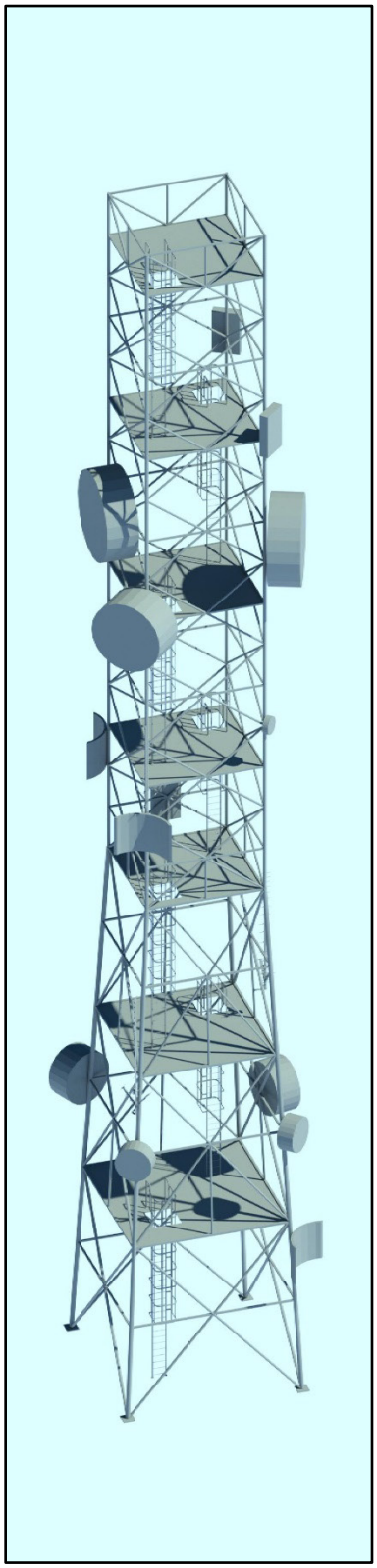


Table ES-1

Alternatives Analysis

Resource Area	Alternatives Comparison				
	Proposed Project	**No Project**	**County Operations Center**	**Two Tower Alternative**	**Alternative Tower Locations**
Aesthetic Resources	Class I	Class III – no change from existing conditions	Class I – potential for unavoidable significant impacts along a State designated scenic Highway 1	Class I	Class I – increased impact or negligible change from proposed project
Air Quality	Class II	Class III – no change from existing conditions	Class II – equal to or greater than proposed project due to intensive construction techniques required	Class II – no change from proposed project	Class II – no change from proposed project
Biological Resources	Class II	Class III – no change from existing conditions	Class II – potential for increased impacts from proposed project due to more rural location	Class II – no change from proposed project	Class II – no change from proposed project
Cultural Resources	Class II	Class III – no change from existing conditions	Class II – potential for increased impacts from proposed project due to increased construction	Class II – no change from proposed project	Class II – no change from proposed project
Geology and Soils	Class II	Class III – no change from existing conditions	Class II – potential for increased impacts from proposed project due to complex soils issues	Class II – no change from proposed project	Class II – no change from proposed project
Hazards/ Hazardous Materials	Class II	Class III – no change from existing conditions	Class II – negligible change from proposed project	Class II – no change from proposed project	Class II – no change from proposed project
Feasibility	Feasible	Feasible	Feasible	Not feasible	Not feasible
Meets Project Objectives?	Yes	No – will not improve operational and cost efficiency of outdated facilities	Yes - but with increased cost and increased severity of unavoidable significant aesthetic impacts	No – does not achieve necessary County-wide communications capability	No – does not achieve necessary County-wide communications capability

Table ES-2

Potentially Significant Impacts

Impact	Duration	Recommended Mitigation Measures (MM)	Impact Class after Mitigation Applied
Aesthetic Resources			
Impact AR-1. The height and location of the communication tower would cause it to be seen extending above the horizon line and interfering with hillside views from public viewpoints in the surrounding area. The most substantial effects would occur for travelers within close range of the project site on Highway 101 and North Main Street. As a result, the project would result in an adverse visual impact to the existing scenic vistas.	Long term	MM-AR-1. *Prior to initiation of the project and during construction, the County shall ensure preparation and implementation of a communication tower plan with the following measures to minimize the silhouette and contrasting appearance of the tower:* 1. *All antennas, microwave dishes and other equipment will be attached as close as possible to the tower frame.* 2. *All conduit, cable, cable trays, and chases will follow the tower frame and be placed to reduce visibility as much as possible.*	Class I
Impact AR-2. The project would be highly visible from the general vicinity of Highway 101 for northbound and southbound traffic, from a portion of North Main Street, and from portions of the adjoining local roadways. A landscaping plan that provides visual screening and buffering would reduce potential adverse aesthetic impacts of the non-tower portions of the project (i.e., the proposed buildings, structures, parking and storage areas, and perimeter fencing) and ensure consistency with the aesthetic design goals of the Templeton community.	Long term	*MM-AR-2. Prior to initiation of the project and during construction, the County shall ensure preparation and implementation of a Landscape Plan that complements the building architecture, provides shade and screening of parking areas, and substantially buffers views from Highway 101. The Landscape Plan shall include the following:* 1. *Removal of mature, native trees with four-inch or greater diameter at breast height will be avoided and minimized to the extent feasible, and any such trees removed for construction will be replaced as part of the landscape planting plan. The landscape planting plan will emphasize use of native species compatible with the existing native species on the site.* 2. *The large mature valley oak in the center of the proposed parking area shall be incorporated into the project design.* 3. *Screen planting will be included along the western property boundary bordering Highway 101, along the west end of the northern property boundary sufficient to screen the new vehicle canopy, and along the west end of the southern property boundary sufficient to screen the proposed dispatch facility.* 4. *Screen plantings will include a combination of trees and shrubs placed along the perimeter fence and within the parking areas. Plantings along the perimeter fence should be selected to maximize the screening function for views of the developed portions of the site from Highway 101 (e.g., large shrubs or evergreen trees as opposed to low shrubs or deciduous trees). The perimeter fence will be placed to provide space for a row of plantings along the outside of the perimeter fence to partially screen the view of the fence.* 5. *Perimeter plants will be installed in random-appearing groups to the extent possible given the available space and desired coverage, to create a more natural appearance than uniformly spaced plants.* 6. *Larger plant stock will be used to increase the amount of project screening in the short-term.*	Class III
		MM-AR-3. Prior to initiation of the project and during construction, the County shall ensure preparation and implementation of a perimeter fence plan that minimizes any contrast and is compatible with the architectural character of the project. The plan shall include the following: 1. *Perimeter security fencing will be an open structure.* 2. *Perimeter security fencing will be the minimum height necessary to achieve safety and security requirements.*	

Impact	Duration	Recommended Mitigation Measures (MM)	Impact Class after Mitigation Applied
		3. *Perimeter security fencing will be colored to minimize contrast with the project.* 4. *Chain-link fencing and razor wire will not be used for the perimeter fence.*	
Impact AR-3. Because of the visual dominance of the tower and its industrial-utilitarian appearance, the project would result in a significant and unavoidable visual impact to the visual quality and character of the project site and its surroundings.	Long term	MM-AR-1. *Prior to initiation of the project and during construction, the County shall ensure preparation and implementation of a communication tower plan with the following measures to minimize the silhouette and contrasting appearance of the tower:* 1. *All antennas, microwave dishes and other equipment will be attached as close as possible to the tower frame.* 2. *All conduit, cable, cable trays, and chases will follow the tower frame and be placed to reduce visibility as much as possible.*	Class I
Impact AR-4. New exterior lighting of buildings and other outdoor spaces would be seen from Highway 101, from portions of North Main Street, and from portions of nearby neighborhoods, resulting in adverse visual impacts from its contribution to regional nighttime light pollution.	Long term	*MM-AR-4. Prior to initiation of the project, the County shall ensure preparation and implementation of an external facility lighting plan that reduces nighttime light pollution to the extent feasible given the Essential Services purpose of the project (this measure does not apply to any tower lighting). The plan shall include the following:* 1. *Light trespass from exterior lights will be minimized by directing light downward and using full cut-off lens fixtures or shields.* 2. *Motion detectors will be used on exterior security lighting whenever possible, to be determined based on the appropriate security requirements for the facility, to minimize unnecessary nighttime lighting.* 3. *Exterior light fixtures and illumination shall be consistent with the Templeton Community Design Plan as applicable to a secure public emergency or essential services facility.*	Class III
Impact AR-5. If required by FAA, lighting affixed to the communication tower would be visible from widely surrounding areas and would interfere with nighttime views and enjoyment of the night sky from the surrounding community.	Long term	*MM-AR-5. Prior to initiation of the project, the County shall ensure preparation and implementation of a tower lighting plan, if required, that shall use aircraft activated lighting to reduce the frequency and duration of nighttime tower lighting effects.*	Class I
Impact AR-6. Because of the visual dominance of the tower and its industrial-utilitarian appearance, the project would result in a significant and unavoidable cumulative visual impact.	Long term	MM-AR-1. *Prior to initiation of the project and during construction, the County shall ensure preparation and implementation of a communication tower plan with the following measures to minimize the silhouette and contrasting appearance of the tower:* 1. *All antennas, microwave dishes and other equipment will be attached as close as possible to the tower frame.* 2. *All conduit, cable, cable trays, and chases will follow the tower frame and be placed to reduce visibility as much as possible.*	Class I
Air Quality			
Impact AQ-1. The project could expose sensitive receptors to pollutants such as diesel emissions and fugitive dust.	Short term	*MM-AQ 1. During construction of the project, the following measures shall be implemented to reduce potential expose of sensitive receptors to substantial pollutant concentrations.* 1 *Reduce the amount of the disturbed area where possible.* 2 *Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the County Air Pollution Control District's (APCD) limit of 20% opacity for greater than 3 minutes in any 60-minute period. Increased watering frequency would be required whenever wind speeds exceed 15 miles per hour (mph). Reclaimed (non-potable) water should be used whenever possible. When drought conditions exist and water use is a concern, the contractor or builder should consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control.* 3 *All dirt stock-pile areas should be sprayed daily and covered with tarps or other dust barriers as needed.*	Class III

Impact	Duration	Recommended Mitigation Measures (MM)	Impact Class after Mitigation Applied
		4 *Permanent dust control measures identified in the approve project revegetation and landscape plans should be implemented as soon as possible, following completion of any soil disturbing activities.* 5 *Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established.* 6 *All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD.* 7 *All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible, and building pads should be laid as soon as possible after grading unless seeding soil binders or other dust controls are used.* 8 *Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site.* 9 *All trucks hauling dirt, sand, soil, or other loos 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 (CVC) Section 23114.* 10 *"Track-Out" is defined as sand or soil that adheres to and/or agglomerates on the exterior surfaces of motor vehicles and/or equipment (including tires) that may then fall onto any highway or street as described in CVC Section 23113 and California Water Code 13304. To prevent 'track out,' designate access points and require all employees, subcontractors, and others to use them. Install and operate a 'track-out prevention device' where vehicles enter and exit unpaved roads onto paved streets. The 'track-out prevention device' can be any device or combination of devices that are effective at preventing track out, located at the point of intersection of an unpaved area and a paved road. If paved roadways accumulate tracked out soils, the track-out prevention device may need to be modified.* 11 *Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers shall be public with reclaimed water where feasible. Roads shall be pre-wetted prior to sweeping where feasible.* 12 *All PM_{10} [i.e., dust control] mitigation measures required should be shown on grading and building plans.* 13 *The contractor or builder shall designate a person or persons whose responsibility is to ensure any fugitive dust emissions do not result in a nuisance and to enhance the implementation of the mitigation measures as necessary to minimize dust complaints and reduce visible emissions below the APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Their duties shall include holidays and weekend periods when work may not be in progress (for example, wind-blown dust could be generated on an open dirt lot). The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork, or demolition (Contact Tim Fuhs at (805) 781-5912).* 14 *APCD Rule 501 prohibits developmental burning of vegetative material within The County of San Luis Obispo.* 15 *Portable equipment, 50 horsepower or greater, used during construction activities may require California statewide portable equipment registration (issued by the California Air Resources Board) or an APCD permit.* 16 *Based on the types of equipment that may be present at the post-construction site, operational sources may require APCD permits. The following list is provided as a guide to equipment and operations that may have permitting requirements but should not be viewed as exclusive. For a more detailed listing, refer to the Technical Appendix, page 4-4, in the CEQA Air Quality Handbook.* a. *Portable generators and equipment with engines that are 50 hp or greater* b. *Electrical generation plants or the use of standby generators* c. *Public utility facilities* d. *Internal combustion engines*	

Impact	Duration	Recommended Mitigation Measures (MM)	Impact Class after Mitigation Applied
Biological Resources			
Impact BR-1. Construction activities may adversely affect nesting birds.	Short term	*MM-BR-1. If construction activities are conducted during the typical nesting bird season (February 1-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 California Department of Fish and Wildlife (CDFW) 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.*	Class III
Impact BR-2. Construction activities may adversely affect special-status wildlife species.	Short-term	*MM-BR-2. Prior to any ground disturbance, a qualified County biologist will conduct pre-construction surveys to determine presence or absence of special-status wildlife species. Wildlife surveys will be done no more than 30 days prior to the start of work. If surveys show an absence of sensitive species, work may proceed without additional measures being required. In the unlikely event that special-status wildlife is observed, mitigation will be implemented to avoid and/or minimize impacts. These measures could include for example, establishing a work buffer area, coordinating with applicable resource agencies, and/or follow-up surveys to confirm if and when the species is no longer utilizing the site.* *MM-BR-3. During construction, no pets will be allowed at the project site during construction.* *MM-BR-4. During construction, all trash that may attract predators will be properly contained and secured, promptly removed from the work site, and disposed of regularly. Following construction, all trash and construction debris will be removed from the work areas.*	Class III
Cultural Resources			
CR Impact 1. Construction-related excavation and site grading has the potential to impact buried cultural resources.	Short-term	*MM-CR-1. If previously unidentified cultural materials are unearthed during construction, work will be halted in that portion of the project area until a qualified archaeologist can assess the significance of the find. Additional archaeological surveys will be needed if the project limits are extended beyond the present survey limits.* *MM-CR-2. As specified by California Health and Safety Code Section 7050.5, if human remains are found on the project site during construction, the person responsible for the excavation, or his or her authorized representative, will immediately notify the County of San Luis Obispo Coroner's office, and the County Environmental office by telephone. No further excavation or disturbance of the discovery or any nearby area reasonably suspected to overlie adjacent remains (as determined by an Archaeologist and/or Native American monitor) will occur until the Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code 5097.98.*	Class III
Geology and Soils			
Impact GS-1. Construction activities have the potential to cause or contribute to erosion and sedimentation from exposed soils.	Short-term	*MM-GS-1. The County or its contractor will install appropriate erosion control measures (i.e., silt fences, hay bales) where necessary along the base of the proposed work area and at the down-gradient end of the proposed construction zone and maintain erosion control mechanisms on a daily basis. Erosion and sediment control measures will be on site prior to the start of construction and kept on site at all times so they are immediately available for installation in anticipation of rain events.*	Class III

Impact	Duration	Recommended Mitigation Measures (MM)	Impact Class after Mitigation Applied
Hazards and Hazardous Materials			
Impact Haz-1. Construction activities have the potential for spills and releases of hazardous materials.	Short-term	*MM-Haz-1. Prior to construction, the County or its contractor will ensure that a plan is in place to minimize the potential for accidental spills or releases of fuels, lubricants, and other hazardous material, and to provide for a prompt and effective response to any accidental spills. Workers will be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur.*	Class III
Impact Haz-2. Construction activities have the potential to ignite fires during the dry season.	Short-term	*MM-Haz-2. Any staging or equipment/vehicle parking areas will be free of combustible vegetation and work crews will have shovels and a fire extinguisher on site during all construction activities.*	Class III