Initial Study – Environmental Checklist

Pacific Wildlife Care Minor Use Permit DRC2021-00020 (ED22-099)

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

☐ Aesthetics	☐ Greenhouse Gas Emissions	☐ Public Services
☐ Agriculture & Forestry Resources	☐ Hazards & Hazardous Materials	☐ Recreation
☒ Air Quality	☐ Hydrology & Water Quality	☒ Transportation
☒ Biological Resources	☐ Land Use & Planning	☐ Tribal Cultural Resources
☐ Cultural Resources	☐ Mineral Resources	☐ Utilities & Service Systems
☐ Energy	☐ Noise	☐ Wildfire
☐ Geology & Soils	☐ Population & Housing	☒ Mandatory Findings of Significance

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.

Brandi Cummings, SWCA Environmental Consultants	Brandi Cummings	July 14, 2022
Prepared by (Print)	Signature	Date
Schani Siong, Supervising Planner	Schani Siong Digitally signed by Schani Siong DN: C=US, E=ssiong@co.slo.ca.us, CN=Schani Siong Reason: I attest to the accuracy and integrity of this document Date: 2022.07.15 17:13:42-07'00'	July 15, 2022
Reviewed by (Print)	Signature	Date

Initial Study – Environmental Checklist

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 County Planning Department 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 Planning Department, 976 Osos Street, Rm. 200, San Luis Obispo, CA, 93408-2040 or call (805) 781-5600.

A. Project

DESCRIPTION: A request by Pacific Wildlife Care for a Minor Use Permit to allow for the construction of a new wildlife care facility consisting of an approximately 7,390-square-foot 2-story building, 1,304 square feet of exterior covered storage, and 34,183 square feet of exterior animal enclosures (kennels) on a 10.34-acre (gross) parcel (9.3-acre net; Figure 1 and Figure 2). The project would be constructed in two phases. Phase 1 includes construction of the first floor of the animal care building (4,640 square feet), the exterior covered storage, and 9,898 square feet of exterior animal enclosures. Phase 2 would complete the second story of the animal care building (2,750 square feet), an additional 24,285 square feet of exterior animal enclosures, and a creance field, which is a flight area for rehabilitating raptors (Figure 3). There is no current timeline for implementing Phase 2. The maximum height of the animal care building would be 27.5 feet. Approximately 360,254 square feet (8.3 acres) of the site would be landscaped or remain as open space. The new facility would be constructed on the northwest corner of the Buckley Road and Esperanza Lane intersection with access via a direct access driveway on Buckley Road. The project would result in 7.2 acres of site disturbance including 6,800 cubic yards of cut and 6,500 cubic yards of fill. The proposed project is within the Agricultural land use category in unincorporated San Luis Obispo County and is located at the northwest corner of Buckley Road and Esperanza Lane, on the southern edge of the City of San Luis Obispo and approximately 0.5 miles west of the San Luis Obispo County Regional Airport. The site is in the San Luis Obispo Sub Area North of the San Luis Obispo Planning Area of unincorporated San Luis Obispo County.

The project would operate daily (7 days a week) and be run by full and part-time employees and volunteers. Average weekday operations would also include four to five animal rescue transport trips per week performed by staff volunteers (usually in the afternoon hours) and an average of four to five animal drop-offs per week by the public. Parking for daily operations would be provided on-site for 19 vehicles. Additional onsite improvements would include moving an existing power pole, installing plumbing and a new well and abandoning an existing well, installing separate septic systems for domestic and animal waste streams and earthen basins for wash water, developing parking, driveways, landscaping, and security fencing, and constructing retention basins to control stormwater on site. Offsite improvements include frontage improvements on Buckley Road including widening the road to coordinate with the adjacent Avila Ranch development, the addition of an 8-foot Class II bike lane to be striped within the shoulder, and installation of "T" intersection signs on Buckley Road east and west of the junction with Esperanza Lane.

Initial Study – Environmental Checklist

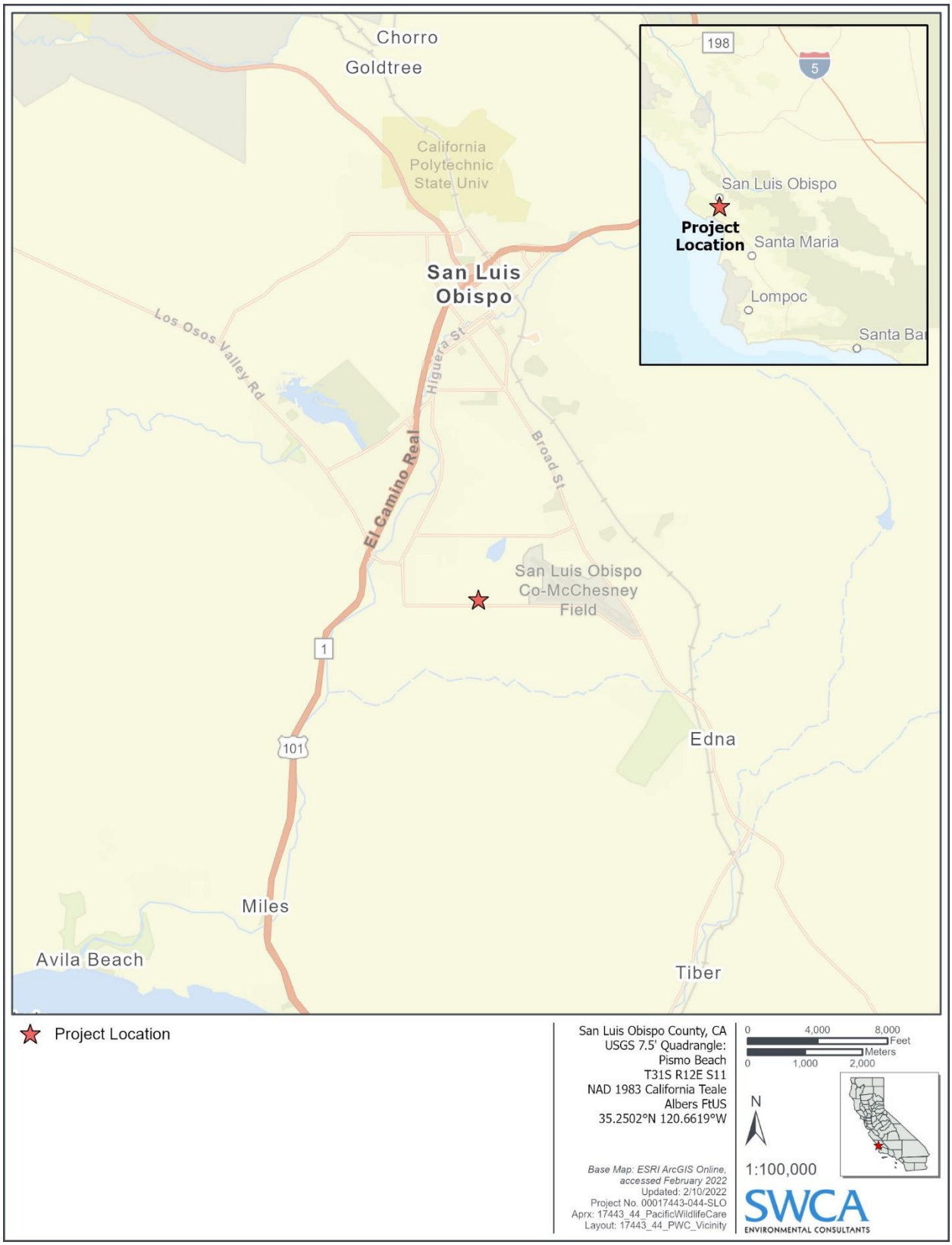
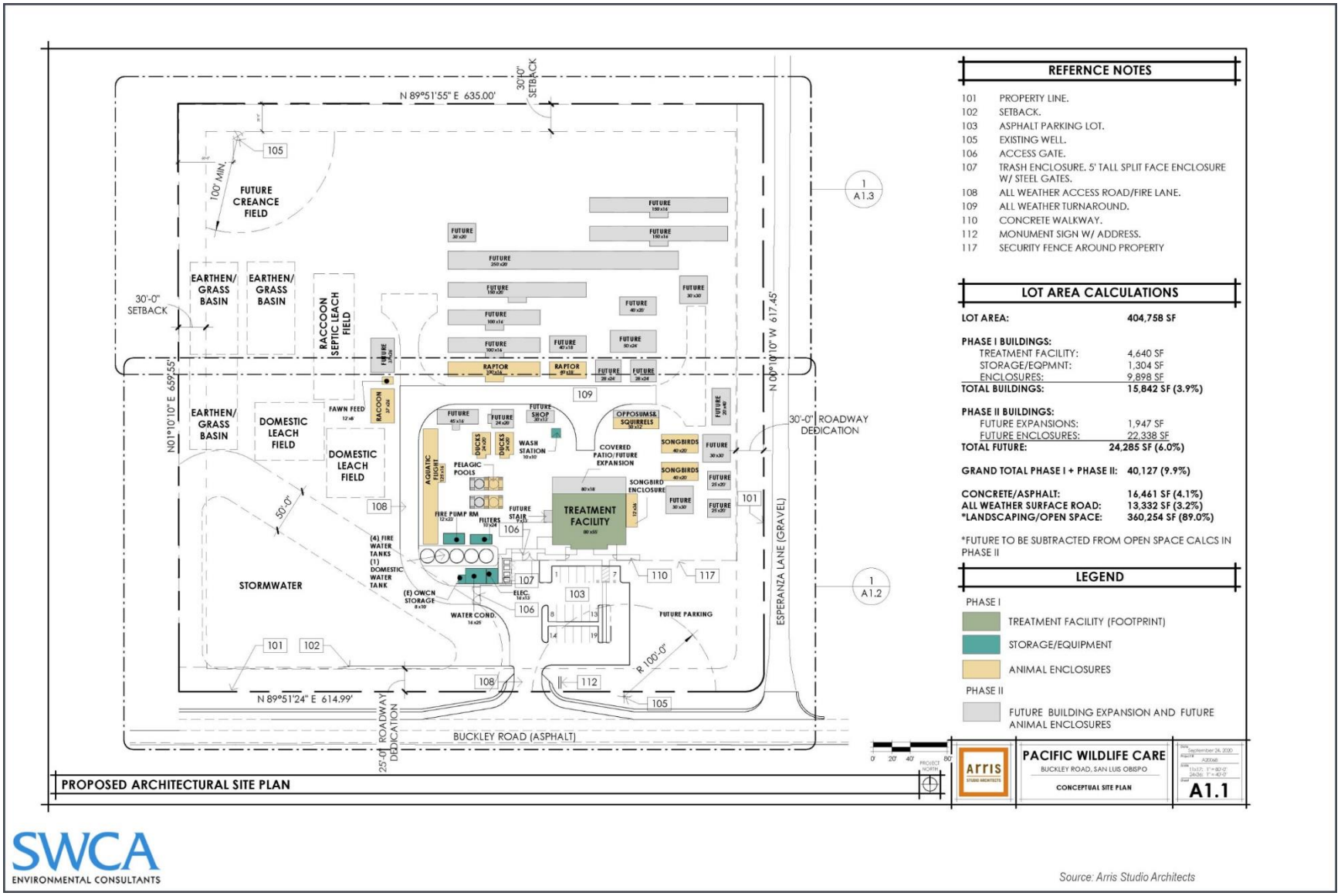


Figure 1. Project Location

Figure 2. Project Site



SWCA ENVIRONMENTAL CONSULTANTS

Source: Arris Studio Architects

Figure 3. Design Plans

Initial Study – Environmental Checklist

ASSESSOR PARCEL NUMBER(S): 076-362-001

Latitude: 35°14'12"N **Longitude:** 120°39'41"W **SUPERVISORIAL DISTRICT #** 3

B. Existing Setting

Plan Area: San Luis Obispo **Sub:** San Luis Obispo North **Comm:** San Luis Obispo

Land Use Category: Agricultural

Combining Designation: Airport Review Area

Parcel Size: 10.34 acres

Topography: Flat

Vegetation: Agricultural; Ruderal

Existing Uses: Agricultural Uses

Surrounding Land Use Categories and Uses:

North: Agriculture; agricultural uses & single-family residence

East: Agriculture; agricultural uses

South: Agriculture; & agricultural uses

West: City of San Luis Obispo: Conservation/Open Space & Specific Plan Overlay (C/OS-SP); agriculture

C. Environmental Analysis

The Initital Study Checklist provides detailed information about the environmental impacts of the proposed project and mitigation measures to lessen the impacts.

Initial Study – Environmental Checklist

I. AESTHETICS

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:					
(a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
(b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
(c)	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
(d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Setting

CEQA establishes that it is the policy of the state to take all action necessary to provide people of the state "with… enjoyment of aesthetic, natural, scenic and historic environmental qualities" (Public Resources Code Section 21001(b)).

A scenic vista is generally defined as a high-quality view displaying good aesthetic and compositional values that can be seen from public viewpoints. Some scenic vistas are officially or informally designated by public agencies or other organizations. A substantial adverse effect on a scenic vista would occur if the project would significantly degrade the scenic landscape as viewed from public roads or other public areas. A proposed project's potential effect on a scenic vista is largely dependent upon the degree to which it would complement or contrast with the natural setting, the degree to which it would be noticeable in the existing environment, and whether it detracts from or complements the scenic vista.

California's Scenic Highway Program was created by the State Legislature in 1963 with the intention of protecting and enhancing the natural scenic beauty of California highways and adjacent corridors. There are several officially designated state scenic highways and several eligible state scenic highways within the county. State Route (SR) 1 is an Officially Designated State Scenic Highway and All American Road from the City of San Luis Obispo to the northern San Luis Obispo County boundary.

The County of San Luis Obispo Inland Land Use Ordinance (LUO) establishes regulations for exterior lighting (LUO 22.10.060), height limitations for each land use category (LUO 22.10.090), setbacks (LUO 22.10.140), and other visual resource protection policies. These regulations are intended to help the County achieve its Strategic Growth Principles of preserving scenic natural beauty and fostering distinctive, attractive communities with a strong sense of place as set forth in the County Land Use Element.

The County of San Luis Obispo LUO defines a Sensitive Resource Area (SRA) combining designation that applies to areas having high environmental quality and special ecological or educational significance. These designated areas are considered visual resources by the County and the LUO establishes specific standards for projects located within these areas. These standards include but are not limited to set back distances from public viewpoints, prohibition of development that silhouettes against the sky, grading slope limitations, set back distances from significant rock outcrops, design standards including height limitations and color palette, and landscaping plan requirements. The project is not in a Sensitive Resource Area combining district.

In addition to policies set forth in the LUO, the County Conservation and Open Space Element (COSE) provides guidelines for the appropriate placement of development so that the natural landscape continues to be the dominant view in rural parts of the county and to ensure the visual character contributes to a robust sense of place in urban areas. The COSE provides a number of goals and policies to protect the visual character and identity of the county while protecting private property rights, such as the identification and protection of community separators (rural-appearing land located between separate, identifiable communities and towns), designation of scenic corridors along public roads and highways, retaining existing access to scenic vista points, and ensuring that new development in urban and village areas are consistent with the local character, identify, and sense of place.

The proposed project would be sited on a 9.3-acre parcel in rural San Luis Obispo County southern edge of the City of San Luis Obispo, approximately 0.5 miles west of the San Luis Obispo County Regional Airport. The site is relatively flat with an average slope of 1 %, and elevations ranging from 122 to 128 feet above mean sea level. The site is primarily populated with row crops and ruderal vegetation. The project site and the parcels to the north, south, and east are within the Agricultural land use category. The parcels to the west and northwest are within San Luis Obispo City limits and zoned Conservation/Open Space (C/OS) and Public Facility (PF) with agricultural land uses. Existing surrounding uses are primarily agricultural, including row crops and hay to the south, west, and east, and a residence with grazing and equestrian paddock to the north. Further to the northeast are single-family homes on 5-to-10-acre agricultural lots. Further to the east is Drakes Farms Trucking and the San Luis Obispo County Regional Airport. The project site immediately abuts Buckley Road to the south and is visible to drivers traveling east or west.

Discussion

(a) Have a substantial adverse effect on a scenic vista?

While immediately visible from a public road, the project is not located within an identified scenic vista, visually sensitive area, scenic corridor, or an area of high scenic quality displaying good aesthetic and compositional values that would be seen from key public viewpoints. The existing agriculture on the site is characteristic of immediate vicinity, however other land uses lining this section of Buckley Road include a truck farm, rural residences and facilities associated with the San Luis Obispo County Regional Airport. The project would construct a 2-story building that is in-scale with airport and other commercial buildings on Buckley Road. The project proposes to enhance the border and screen the facility with trees along Buckley Road, as well as trees and landscaping

surrounding the facility and parking lot. By maintaining a visual screening buffer along Buckley Road, the project would not have a substantial adverse effect on a scenic vista. As the project site is not located in within an identified scenic vista, visually sensitive area, scenic corridor, or an area of high scenic quality displaying good aesthetic and compositional values that would be seen from key public viewpoints, *no impacts* to a scenic vista would occur.

(b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The project would be located approximately 1.2 miles east of SR-1, and due to distance and intervening tree cover, would not be visible from SR-1. Implementation of the project would not damage scenic resources within a state scenic highway; therefore, there *no impact* within a state scenic highway would occur.

(c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

The subject project site is characterized by seasonally changing row crops surrounded primarily by agricultural crops to the south, west and east, and a single-family residence with equestrian paddocks to the north. Other uses to the east include Drake's Farms Trucking and San Luis Obispo County Regional Airport. Located within the Agricultural land use category, the project would develop one two-story building and external animal-holding facilities that would be used for wildlife care and rehabilitation. Architecturally, the proposed structure would be designed to fit in with the rural character of the surrounding properties by incorporating sloped roofs with overhangs, articulated facades, and metal siding. As discussed previously, the project proposes to include street trees along Buckley Road to visually screen the project and for habitat enhancement and additional landscaping would add native trees and shrubs, providing additional visual screening from Buckley Road. Trees will be selected with a focus on California native, drought tolerant, and having value to wildlife. These proposed improvements are consistent with the existing setting and would not result in a noticeable difference in the views of the surrounding area. Implementation of the project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings; therefore, impacts would be *less than significant*.

(d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The project proposes to construct one building and additional external wildlife pens with operations occurring from 7:30 a.m. to 8:00 p.m., 7 days a week. Building materials would consist of metal siding with non-reflective, muted tan and grey paint. Pole or wall mounted standard security lighting would be used around the building and parking areas for safety; however, no lighting would be installed around the exterior pens. All outdoor lighting used would be subject to Section 22.10.060 of the LUO, requiring all exterior lighting be designed to minimize intensity and to be shielded to block the light source form the view of surrounding uses. Lighting would be partially screened by street trees along Buckley Road. Adherence with the County's LUO for lighting and through natural screening, the project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area and impacts would be *less than significant.*

Conclusion

The project is not located within view of a scenic vista, within a scenic highway corridor, and would not result in a substantial change to scenic resources in the area. The project would be consistent with existing policies and standards in the County LUO and COSE related to lighting and the protection of scenic resources. Potential impacts to aesthetic resources would be less than significant and no mitigation measures would be necessary.

Mitigation

No mitigation is necessary.

Sources

See Exhibit A.

II. AGRICULTURE AND FORESTRY RESOURCES

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
(a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐
(b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒	☐
(c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
(e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☒	☐

Setting

The County of San Luis Obispo supports a unique, diverse, and valuable agricultural industry that can be attributed to its Mediterranean climate, fertile soils, and sufficient water supply. Wine grapes are regularly the top agricultural crop in the county. Top value agricultural products in the county also include fruit and nuts, vegetables, field crops, nursery products, and animals. The County of San Luis Obispo Agriculture Element includes policies, goals, objectives, and other requirements that apply to lands designated in the Agriculture land use category. In addition to the Agriculture Element, in accordance with Sections 2272 and 2279 of the California Food and Agriculture Code, the County Agricultural Commissioner releases an annual report on the condition, acreage, production, pest management, and value of agricultural products within the county.

The California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) produces maps and statistical data used for analyzing impacts on California's agricultural resources. Agricultural land is rated according to soil quality and current land use. For environmental review purposes under CEQA, the FMMP categories of Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, and Grazing Land are considered 'agricultural land'. Other non-agricultural designations include Urban and Built-up Land, Other Land, and Water.

The Land Conservation Act of 1965, commonly referred to as the Williamson Act, enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agriculture or related open space use. In return, landowners receive property tax assessments which are much lower than normal because they are based upon farming and open space uses as opposed to full market value.

The project is located in the Agricultural land use category in an area of mixed agriculture and industry. Agricultural activities, primarily row crop farming, historically occurs on the property. Properties on the immediate vicinity support row crops, grazing and hay. Properties within 0.5 mile of the project include trucking, light industrial, agriculture and airport uses. The project site is within the Edna Valley Agriculture Preserve Area. The site is not under Williamson Act contract. The approximately northwestern half of the project site (5.04 acres or 52 percent) is designated as Farmland of Statewide Importance by the FMMP. The approximately southeastern half of the project site (4.59 acres or 47 percent) is designated Prime Farmland if irrigated. The northwestern half of the project site is underlain by Conception loam (2 - 5 % slope), a nearly level to gently sloping loamy claypan soil that is considered moderately well drained. The soil is

characterized as having a moderately low erodibility and moderate shrink-swell characteristics, as well as having potential septic system constraints due to slow water movement. The southeastern half of the site is underlain by Salinas silty clay loam (0 to 2 % slope), a nearly level silty clay loam soil that is considered moderately well drained. The soil is characterized as having a moderately low erodibility and moderate shrink-swell characteristics, as well as having potential septic system constraints due to slow water movement. (NRCS 2019).

According to Public Resources Code Section 12220(g), forest land is defined as land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. Timberland is defined as land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. The project site does not support any forest land or timberland.

Discussion

(a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Soils of the project area are classified as Farmland of Statewide Importance within the northwestern half and Prime Farmland within the southeastern half pursuant to the FMMP. The site has an existing agricultural operation and is currently occupied by seasonally varied row crops. Approximately 8.7 acres of agricultural land occurs throughout the majority of the project site (94 percent), while 0.6-acre of ruderal vegetation (6 percent) is located adjacent to the road shoulder of Buckley Road and Esperanza Lane. The site is within an Agricultural land use designation and is primarily surrounded by agricultural development. The site is in the Edna Valley Agricultural Preserve Area.

Based on the site's FMMP classification as Prime Farmland and Farmland of Statewide Importance, the existing site conditions and historical uses, surrounding uses, and land uses. The project will construct a wildlife care facility including approximately 1.24 acres of new impervious surface. Wildlife care facilities are categorized as Agriculture uses per the County's Land Use Ordinance (Animal Facilities – Specialized). Therefore, the project would not result in the conversion of Farmland to a non-agricultural use, and impacts would be less than significant.

(b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

The project site is within the Agricultural land use category and is in the Edna Valley Agricultural Preserve Area. It is not subject to a Williamson Act contract. The project falls under the Animal Hospitals & Veterinary Medical Facilities Designation, and as such it requires a Minor Use Permit (MUP) in the Agricultural land use zone under Table 2-2 of the municipal code. The project has been designed to comply with the County's Land Use Ordinance and will comply with all conditions of the MUP. Therefore, the project would not result in a conflict with existing zoning for agricultural use or a Williamson Act contract and *no impacts* would occur.

(c) *Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?*

The project site is within the Agricultural land use category and does not include land use designations or zoning for forest land or timberland; *no impacts* would occur.

(d) *Result in the loss of forest land or conversion of forest land to non-forest use?*

The project site is currently covered with seasonally varied row crops. There are no trees on the site and it is not currently used for timber production and is not considered forest land as defined by Public Resources Code section 12220(g). The project would not result in the loss of forest land or conversion of forest land to non-forest use; therefore, *no impacts* associated with the conversion of forest land would occur.

(e) *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?*

As discussed previously, the project is located within the Agricultural land use category and the proposed development would be consistent with the intended uses of the site. According to the FMMP, the site contains Prime Farmland and Farmland of Statewide Importance and historically the site has been used as farmland and would be suitable for future agricultural uses. The project does not propose any uses, activities, or improvements that would otherwise result in conversion of Farmland to a non-agricultural use or conversion of forest land to a non-forest use. Therefore, impacts would be *less than significant.*

Conclusion

The project would not directly or indirectly result in the conversion of farmland, forest land, or timber land to non-agricultural uses or non-forest uses and would not conflict with agricultural zoning or otherwise adversely affect agricultural resources or uses. No significant impacts to agricultural resources would occur and no mitigation measures are necessary.

Mitigation

No mitigation is necessary.

Sources

See Exhibit A.

III. AIR QUALITY

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:					
(a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
(b)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☒	☐	☐
(c)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
(d)	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Setting

San Luis Obispo County is part of the South Central Coast Air Basin, (SCCAB) which also includes Santa Barbara and Ventura Counties. Air quality within the SCCAB is regulated by several jurisdictions including the U.S. Environmental Protection Agency (EPA), California Air Resources Board (ARB), and the San Luis Obispo County Air Pollution Control District (SLOAPCD). Each of these jurisdictions develops rules, regulations, and policies to attain the goals or directives imposed upon them through legislation. The California ARB is the agency responsible for coordination and oversight of state and local air pollution control programs in California and for implementing the California Clean Air Act (CCAA) of 1988. The State Department of Public Health established California Ambient Air Quality Standards (CAAQS) in 1962 to define the maximum amount of a pollutant (averaged over a specified period of time) that can be present without any harmful effects on people or the environment. The California ARB adopted the CAAQS developed by the Department of Public Health in 1969, which had established CAAQS for 10 criteria pollutants: particulate matter (PM_{10} and $PM_{2.5}$), ozone (O_3), nitrogen dioxide (NO_2), sulfate, carbon monoxide (CO), sulfur dioxide (SO_2), visibility reducing particles, lead (Pb), hydrogen sulfide (H_2S), and vinyl chloride.

The Federal Clean Air Act (FCAA) later required the U.S. EPA to establish National Ambient Air Quality Standards (NAAQS) for pollutants considered harmful to public health and the environment, and also set deadlines for their attainment. The U.S. EPA has established NAAQS for six criteria pollutants (all of which are also regulated by CAAQS): CO, lead, NO_2, ozone, PM_{10} and $PM_{2.5}$, and SO_2.

California law continues to mandate compliance with CAAQS, which are often more stringent than national standards. However, California law does not require that CAAQS be met by specified dates as is the case with NAAQS. Rather, it requires incremental progress toward attainment. The SLOAPCD is the agency primarily responsible for ensuring that NAAQS and CAAQS are not exceeded and that air quality conditions within the county are maintained.

SLOAPCD Thresholds

The SLOAPCD has developed and updated their CEQA Air Quality Handbook (most recently updated with a November 2017 Clarification Memorandum) to help local agencies evaluate project specific impacts and determine if air quality mitigation measures are needed, or if potentially significant impacts could result.

The APCD has established thresholds for both short-term construction emissions and long-term operational emissions. Use of heavy equipment and earth moving operations during project construction can generate fugitive dust and engine combustion emissions that may have substantial temporary impacts on local air quality and climate change. Combustion emissions, such as nitrogen oxides (NOx), reactive organic gases (ROG), greenhouse gases (GHG) and diesel particulate matter (DPM), are most significant when using large, diesel-fueled scrapers, loaders, bulldozers, haul trucks, compressors, generators and other heavy equipment. SLOAPCD has established thresholds of significance for each of these contaminants. The project would result in 7.2 acres of total site disturbance for building sites, kennels, septic systems, washwater basins, and stormwater facilities, including 6,800 cubic yards of cut and 6,500 cubic yards of fill.

Operational impacts are focused primarily on the indirect emissions (i.e., motor vehicles) associated with residential, commercial, and industrial development. Certain types of project can also include components that generate direct emissions, such as power plants, gasoline stations, dry cleaners, and refineries (source emissions).

General screening criteria is used by the SLOAPCD to determine the type and scope of air quality assessment required for a particular project (Table 1-1 in the APCD's CEQA Air Quality Handbook). These criteria are based on project size in an urban setting and are designed to identify those projects with the potential to exceed the APCD's significance thresholds. A more refined analysis of air quality impacts specific to a given project is necessary for projects that exceed the screening criteria below or are within ten percent (10%) of exceeding the screening criteria.

Air Quality Monitoring

The county's air quality is measured by a total of 10 ambient air quality monitoring stations, and pollutant levels are measured continuously and averaged each hour, 24 hours a day. The significance of a given pollutant can be evaluated by comparing its atmospheric concentration to state and federal air quality standards. These standards represent allowable atmospheric containment concentrations at which the public health and welfare are protected, and include a factor of safety. The SLOAPCD prepares an Annual Air Quality Report detailing information on air quality monitoring and pollutant trends in the county.

In the county of San Luis Obispo, ozone and fine particulates (particulate matter of 10 microns in diameter or smaller; PM_{10}) are the pollutants of main concern, since exceedances of state health-based standards for these pollutants are experienced in some areas of the county. Under federal standards, the county has non-attainment status for ozone in eastern San Luis Obispo County.

County Clean Air Plan

The San Luis Obispo County 2001 Clean Air Plan (CAP) is a comprehensive planning document intended to evaluate long-term emissions and cumulative effects and provide guidance to the San Luis Obispo County Air Pollution Control District (SLOAPCD) and other local agencies on how to attain and maintain the state standards for ozone and PM_{10}. The CAP presents a detailed description of the sources and pollutants which impact the jurisdiction's attainment of state standards, future air quality impacts to be expected under current growth trends, and an appropriate control strategy for reducing ozone precursor emissions, thereby improving air quality.

Naturally Occurring Asbestos

Naturally Occurring Asbestos (NOA) is identified as a toxic air contaminant by the California Air Resources Board (CARB). Serpentine and other ultramafic rocks are fairly common throughout the county and may contain NOA. If these areas are disturbed during construction, NOA-containing particles can be released into the air and have an adverse impact on local air quality and human health. The project is located in an area that the APCD has identified as having potential for NOA.

Sensitive Receptors

Sensitive receptors are people that have an increased sensitivity to air pollution or environmental contaminants, such as the elderly, children, asthmatics, and others who are at a heightened risk of negative health outcomes due to exposure to air pollution. Some land uses are considered more sensitive to changes in air quality than others, due to the population that occupies the uses and the activities involved. Sensitive receptor locations include schools, parks and playgrounds, day care centers, nursing homes, hospitals, and residences. The project site is located in a sparsely developed area and the nearest existing sensitive land use to the project site is one single-family residential home located approximately 340 feet to the north and several single-family residences located approximately 0.1 mile to the northeast. Avila Ranch, a 700-unit residential development located immediately west of the project site, has been approved but has not yet been constructed.

Discussion

(a) *Conflict with or obstruct implementation of the applicable air quality plan?*

In order to be considered consistent with the 2001 San Luis Obispo County CAP, a project must be consistent with the land use planning and transportation control measures and strategies outlined in the CAP (SLOAPCD 2012). Adopted land use planning strategies include, but are not limited to, planning compact communities with higher densities, providing for mixed land use, and balancing jobs and housing. The project does not include development of retail or commercial uses that would be open to the public; therefore, land use planning strategies such as mixed-use development and planning compact communities are generally not applicable.

The project would facilitate the construction of a wildlife care facility, which would have a total of 15 employees and volunteers onsite. This is not a significant increase that would affect the local area's jobs/housing balance. Implementation of the proposed project would be consistent with the air quality goals and/or objectives of the County's 2001 CAP; therefore, impacts related to consistency with applicable air quality plans would be *less than significant.*

(b) *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?*

Construction of Phase 1 of site improvements for the wildlife care facility would result in the generation of criteria air pollutants including ozone precursors (reactive organic gases and nitrogen oxides) and fugitive dust. Additionally, future construction of Phase 2 site improvements would result in additional emissions of pollutants during construction activity. The county is currently designated as non-attainment for ozone and PM_{10} under state ambient air quality standards (CARB 2021). Fugitive dust emissions would result from grading operations and combustion emissions, such as NO_x and ROG, would result from the use of large diesel-fueled equipment including scrapers, loaders, bulldozers, haul trucks, compressors, and generators.

Exact grading volumes for the development are unknown at this time but would involve approximately 7.2 acres of site disturbance for buildings, kennels, septic leachfields, and washwater treatment and stormwater basins.

San Luis Obispo County is currently designated as non-attainment for ozone (in the eastern part of the county) and PM_{10}, and project-related construction disturbances would further contribute to existing PM_{10} exceedances. The project would not result in significant PM_{10} emissions during the operational phase of the project, as no operational components of the project require site disturbance, with the exception of periodic maintenance of washwater treatment basins; additionally, all site access and parking areas would be paved. New PM_{10} emissions associated with the proposed project would be almost entirely limited to temporary construction activities and short-term vehicle emissions. The project's cumulative contribution to regional PM_{10} exceedances is considered potentially significant. As discussed above, **Mitigation Measure AQ-1** has been identified to reduce fugitive dust and PM_{10} emissions during construction activities. Implementation of **Mitigation Measure AQ-2** would reduce potentially significant impacts resulting from cumulative net increases of pollutants. Therefore, impacts would be *less than significant with mitigation*.

(c) Expose sensitive receptors to substantial pollutant concentrations?

The project site is located in a moderately developed area and the nearest sensitive land uses to the project site would be one single-family residence located approximately 340 feet to the north of the parcel boundary and approximately 700 feet north of the majority of the onsite traffic, and several single-family residences approximately 600 to 700 feet northeast of the eastern boundary. The project would result in temporary increases in air emissions, including emissions of fugitive dust (PM_{10}) and diesel-exhaust PM (DPM) during project construction, and permanent increases in air emissions, including DPM, ROG, and NO_x, related to long-term vehicle trips. These pollutants are known to be hazardous to health, particularly when exposed to a sensitive receptor; therefore, due to the proximity of sensitive receptors near the new facility, this impact is considered potentially significant. Standard measures to reduce dust and DPM has been identified to reduce emissions of PM_{10} and DPM during construction activities. Implementation of **Mitigation Measures AQ-1** and **AQ-2** would reduce potentially significant impacts to *less than significant with mitigation*.

(d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Construction activities have the potential to emit odors from diesel equipment, paints, solvents, fugitive dust, and adhesives. Odors from construction activities would be intermittent and temporary, and generally would not extend beyond the construction area. The proposed project does not include any components or operational activities that would generate substantial odor or other emissions. Due to the temporary and intermittent nature of construction odors, the project would not result in other emissions affecting a substantial number of people; therefore, potential impacts would be *less than significant*.

The SLOAPCD NOA Map indicates that the project site is located within an area identified as having a potential for NOA to be present. Pursuant to SLOAPCD requirements and CARB Asbestos Airborne Toxic Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations (CARB ATCM Section 93105), the applicant is required to provide geologic evaluation prior to any construction activities and comply with existing regulations regarding NOA, if present. **Mitigation**

Measures AQ-3 and **AQ-4** have been identified to require the applicant to complete a geologic evaluation and follow all applicable protocol and procedures if NOA is determined to be present onsite.

Conclusion

The proposed project would implement standard SLOAPCD mitigation measures for fugitive dust and DPM suppression during construction activities, and for NOA evaluation and abatement. With incorporation of the mitigation detailed below, the project would result in less than significant impacts on Air Quality.

Mitigation

AQ-1 **Upon application for construction and/or encroachment permits**, all required PM_{10} measures shall be shown on applicable grading or construction plans and made applicable during grading and construction activities, as described below.

a. Reduce the amount of the disturbed area where possible;

b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the San Luis Obispo County Air Pollution Control District's limit of 20% opacity for greater than 3 minutes in any 60-minute period shall be implemented. Increased watering frequency shall be required whenever wind speeds exceed 15 miles per hour. Reclaimed (non-potable) water shall be used whenever possible;

c. All dirt stock pile areas shall be sprayed daily or covered with tarps or other dust barriers, as needed;

d. Permanent dust control measures identified in the approved project revegetation and landscape plans shall be implemented 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 1 month after initial grading shall be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established;

f. All disturbed soil areas not subject to revegetation shall be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the San Luis Obispo County Air Pollution Control District;

g. All roadways, driveways, sidewalks, etc. to be paved shall be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;

h. Vehicle speed for all construction vehicles shall not exceed 15 miles per hour on any unpaved surface at the construction site;

i. All trucks hauling dirt, sand, soil, or other loose materials shall be covered or shall maintain at least 2 feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with California Vehicle Code Section 23114;

j. Installation of wheel washers or other devices to control tracking of mud and dirt onto adjacent roadways where vehicles enter and exit unpaved roads onto streets shall be implemented, or trucks and equipment shall be washed prior to leaving the site;

k. Streets shall be swept at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water shall be used where feasible. Roads shall be pre-wetted prior to sweeping when feasible;

l. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below the San Luis Obispo County Air Pollution Control District's limit of 20% opacity for greater than 3 minutes in any 60-minute period, and to prevent transport of dust off-site. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the San Luis Obispo County Air Pollution Control District Engineering & Compliance Division prior to the start of any grading, earthwork, or demolition.

AQ-2 **Prior to issuance of construction permits**, the following measures shall be incorporated into the construction phase of the project and shown on all applicable plans:

Construction Equipment

a. Maintain all construction equipment in proper tune according to manufacturer's specifications;

b. Fuel all off-road and portable diesel-powered equipment with California Air Resources Board-certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);

c. Use diesel construction equipment meeting the California Air Resources Board's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State Off-Road Regulation;

d. Use on-road heavy-duty trucks that meet the California Air Resources Board's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation;

e. Construction or trucking companies with fleets that that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g., captive or oxides of nitrogen exempt area fleets) may be eligible by proving alternative compliance;

f. All on- and off-road diesel equipment shall not idle for more than 5 minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the 5-minute idling limit;

g. Diesel idling shall be avoided to the greatest extent feasible throughout the duration of construction activities. No idling in excess of 5 minutes shall be permitted as described above;

h. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors whenever possible;

i. Electrify equipment when feasible;

j. Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and,

k. Use alternatively fueled construction equipment on-site where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane, or biodiesel.

AQ-3 **NOA Geological Evaluation**. Prior to initiation of demolition/construction activities, the applicant shall retain a registered geologist to conduct a geologic evaluation of the property including sampling and testing for naturally occurring asbestos in full compliance with CARB ATCM Section 93105 and SLOAPCD requirements. This geologic evaluation shall be submitted to the County Department of Planning and Building upon completion. If the geologic evaluation determines that the project would not have the potential to disturb naturally occurring asbestos (NOA), the applicant must file an Asbestos ATCM exemption request with the SLOAPCD.

AQ-4 **NOA Abatement.** If NOA are determined to be present onsite through the geologic evaluation conducted pursuant to Mitigation Measure AQ-2, proposed earthwork and construction activities shall be conducted in full compliance with the various regulatory jurisdictions regarding NOA, including the CARB ATCM Section 93105 and requirements stipulated in the National Emission Standards for Hazardous Air Pollutants (40 CFR 61, Subpart M – Asbestos; NESHAP). These requirements include, but are not limited to, the following:

a. Written notification, within at least 10 business days of activities commencing, to the SLOAPCD;
b. Preparation of an asbestos survey conducted by a Certified Asbestos Consultant; and
c. Implementation of applicable removal and disposal protocol and requirements for identified NOA.

Sources

See Exhibit A.

IV. BIOLOGICAL RESOURCES

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
(b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
(c)	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
(d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
(e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
(f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Setting

Sensitive Resource Area Designations

The County of San Luis Obispo Land Use Ordinance (LUO) Sensitive Resource Area (SRA) combining designation applies to areas of the county with special environmental qualities, or areas containing unique or sensitive endangered vegetation or habitat resources. The combining designation standards established in the LUO require that proposed uses be designed with consideration of the identified sensitive resources and the need for their protection. The project site is not located in a Sensitive Resource Area combining designation.

Federal and State Endangered Species Acts

The Federal Endangered Species Act of 1973 (FESA) provides legislation to protect federally listed plant and animal species. If there is no federal nexus (e.g., federal funding, federal permitting, or other federal authorization), impacts to federally listed species must be mitigated via FESA Section 10 with a Habitat Conservation Plan. The California Endangered Species Act of 1984 (CESA) ensures legal protection for plants listed as rare or endangered, and wildlife species formally listed as endangered or threatened, and also maintains a list of California Species of Special Concern (SSC). SSC status is assigned to species that have limited distribution, declining populations, diminishing habitat, or unusual scientific, recreational, or educational value. Under state law, the California Department of Fish and Wildlife (CDFW) is empowered to review projects for their potential to impact special-status species and their habitats. Under CESA, CDFW reserves the right to request the replacement of lost habitat that is considered important to the continued existence to CESA-protected species.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) protects all migratory birds, including their eggs, nests, and feathers. The MBTA was originally drafted to put an end to the commercial trade in bird feathers, popular in the latter part of the 1800s. The MBTA is enforced by the U.S. Fish and Wildlife Service (USFWS), and potential impacts to species protected under the MBTA are evaluated by the USFWS in consultation with other federal agencies. On April 11, 2018, the USFWS issued guidance on the M-Opinion affecting MBTA implementation. The M-Opinion concludes that the take of birds resulting from an activity is not prohibited by the MBTA when the underlying purpose of that activity is not to take birds. The USFWS interprets the M-Opinion to mean the MBTA prohibitions on take apply when the purpose of the action is to take migratory birds, their eggs, or their nests. The USFWS coordinates with other agencies on migratory bird conservation, including CDFW.

California Fish and Game Code

California Fish and Game Code Section 3511 includes provisions to protect Fully Protected species, such as: (1) prohibiting take or possession “at any time” of the species listed in the statute, with few exceptions; (2) stating that “no provision of this code or any other law shall be construed to authorize the issuance of permits or licenses to “take” the species; and (3) stating that no previously issued permits or licenses for take of the species “shall have any force or effect” for authorizing take or possession. The CDFW is unable to authorize incidental take of “fully protected” species when activities are proposed in areas inhabited by those species. Sections 3503 and 3503.5 of the Fish and Game Code state that it is unlawful to take, possess, or destroy the nest or eggs of any bird, with occasional exceptions. In addition, Section 3513 states that it is unlawful to take or possess any migratory bird as designated in the MBTA or any part of such migratory birds except as provided by rules and regulations under provisions of the MBTA.

Clean Water Act and State Porter Cologne Water Quality Control Act

The U.S. Army Corps of Engineers (USACE) regulates discharges of dredged or fill material into waters of the United States. These waters include wetland and non-wetland water bodies that meet specific criteria.

USACE jurisdiction regulates almost all work in, over, and under waters listed as "navigable waters of the U.S." that results in a discharge of dredged or fill material within USACE regulatory jurisdiction, pursuant to Section 404 of the Clean Water Act (CWA). Under the Clean Water Act and the 2015 Clean Water Rule, USACE regulates activities in waters that are jurisdictional by rule in all cases; jurisdictional by rule, as defined; and waters requiring a case-specific evaluation. Traditional navigable waters (TNW), interstate waters, the territorial seas, and impoundments of these waters are jurisdictional by rule. Tributaries and adjacent waters are jurisdictional by rule, if they meet certain definitions as defined in the 2015 Clean Water Rule. Waters such as vernal pools, coastal prairie wetlands, prairie potholes, waters that are within the 100-year flood plain of a TNW, and waters within 400 feet of the high tide line require a case specific evaluation to determine jurisdictional status.

The State Water Resources Control Board (SWRCB) and nine Regional Water Quality Control Boards (RWQCBs) regulate discharges of fill and dredged material in California, under Section 401 of the CWA and the State Porter-Cologne Water Quality Control Act, through the State Water Quality Certification Program. State Water Quality Certification is necessary for all projects that require a USACE permit or fall under other federal jurisdiction, and have the potential to impact waters of the State.

Conservation and Open Space Element

The intent of the goals, policies, and implementation strategies in the COSE is to identify and protect biological resources that are a critical component of the county's environmental, social, and economic well-being. Biological resources include major ecosystems; threatened, rare, and endangered species and their habitats; native trees and vegetation; creeks and riparian areas; wetlands; fisheries; and marine resources. Individual species, habitat areas, ecosystems and migration patterns must be considered together in order to sustain biological resources.

Site Description

The project site is primarily covered by actively farmed row crops with smaller areas of ruderal vegetation adjacent to the road shoulder of Buckley Road and Esperanza Lane. There are no wetlands, riparian areas, springs, streams, lakes, or marshes on the site. The closest drainage and riparian area is Acacia Creek, located approximately 300 feet east of the eastern property line.

In 2021, a Biological Resources Assessment was prepared by Althouse and Meade (Althouse and Meade 2021) to determine if the proposed project has the potential to impact biological resources. The study included a review of the California Natural Diversity Database (CNDDB), the California Native Plant Society (CNPS) Electronic Inventory of Rare and Endangered Plants of California, and other studies to determine if sensitive species have the potential to occur. The study further included a biological survey on May 26 and June 10, 2021, to inventory plant and wildlife species, search for special status plant species with potential to occur, describe habitat types, and to collect photographic documentation of the project site.

Discussion

(a) *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

The biological assessment prepared by Althouse and Meade, Inc. evaluated site conditions and the potential for sensitive species to be present. The project site includes approximately 8.7 acres of agricultural land managed for row crops and approximately 0.6-acre ruderal vegetation located

adjacent to the shoulder of Buckley Road and Esperanza Lane. There are two special status species that have some potential to be present.

Based on an analysis of known ecological requirements for the special status plant species reported from the region, and the habitat conditions that were observed on the project site, it was determined that one special status plant species, Congdon's tarplant (*Centromadia parryi* subsp. *congdonii*), has low potential to occur within the project site. This plant is a CNPS 1B.1 species that typically requires mitigation for its loss. Congdon's tarplant was not detected during appropriately timed botanical surveys conducted in May and June 2021.

Based on an analysis of known ecological requirements for the special-status wildlife species reported or known from the region, and the habitat conditions that were observed in the project site, it was determined that one species has moderate potential to occur (Cooper's hawk) and one species has low potential to occur (white-tailed kite). In addition, two species (vernal pool fairy shrimp and California red-legged frog), which are listed under the FESA and are known to occur in the vicinity, have no potential to occur within the project site.

Cooper's Hawk (*Accipiter cooperii*) is a CDFW Watch List species (for nesting occurrences only) that occurs regularly in California during the winter months and during spring and fall migration. Cooper's hawks frequent oak and riparian woodland habitats. The closest reported occurrence of nesting Cooper's hawk is located approximately 10 miles northwest of the project in 1967. Several accounts of foraging Cooper's hawk have been reported in the direct vicinity of the project site. Though not directly within the project site, the planted coast live oak trees along the north boundary could provide suitable nesting habitat for Cooper's hawks. Cooper's hawks have low potential to nest and moderate potential to utilize the site for forage. Cooper's hawks were not observed nesting or foraging in the project site during 2020 or 2021 site surveys

White-tailed Kite (*Elanus leucurus*) is a CDFW Fully Protected species that can be found throughout California. The species nests primarily in evergreen trees, especially coast live oaks, near meadows, marshes, farmlands or grasslands where it forages on small animals, especially voles. The closest reported occurrence of white-tailed kite is located approximately two miles from project in 2017 where an active white-tailed kite nest was observed within a riparian corridor along a creek surrounded by residential development. Suitable nesting habitat is not directly present in the project site, however white-tailed kites could nest nearby along Acacia Creek or within the planted oak trees located along the north boundary of the parcel. There is low potential for white-tailed kites to nest in oak trees along the north boundary, and they could utilize the site for foraging. White-tailed kite was not observed on or near the property during 2020 or 2021 site surveys.

The project would be required to implement **Mitigation Measures BIO-1** through **BIO-3**, which would provide pre-construction surveys for nesting birds and nesting raptors and well as provide avoidance measures for nesting birds and raptors. With mitigation, the project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. Therefore, impacts would be reduced to *less than significant with mitigation.*

(b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

The proposed project site does not contain riparian habitat and is primarily dominated by agricultural row crops with smaller areas that consist of ruderal disturbed habitats along the roadsides; neither of these vegetation communities are considered sensitive. The project site is not within the Coastal Zone. The project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service. Therefore, *no impacts* would occur.

(c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

The Biological Assessment concluded that the project site does not support any wetlands or drainages and does not contain waters or wetland features on or near the project site that would be subject to state or federal jurisdiction. The closest drainage with riparian habitat is Acacia Creek located approximately 300 feet east of the eastern property line. The project would not have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means; therefore, *no impacts* would occur.

(d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

As discussed above, the project site is actively farmed for row crops. The project area does not support any surface water resources, migratory corridors, or nursery sites. Wildlife movement corridors are important because they provide access to mates, food, and water; allow the dispersal of individuals away from high population density areas; and facilitate the exchange of genetic traits between populations. Wildlife movement corridors are considered sensitive by resource and conservation agencies. The project is surrounded by actively farmed open lands, with Acacia Creek, an upstream tributary to San Luis Obispo Creek, located east and south of the Project by approximately 300 and 800 feet, respectively. Acacia Creek may provide additional resources to wildlife in the area, particularly birds. Although it is reasonable to assume that wildlife movement may occur locally within the project area, the project area does not provide a throughway for wildlife species to off-site areas of habitat and therefore does not function as a significant regional corridor. Activity on the project site would not interfere with wildlife movement in Acacia Creek. The oak trees north of the project site may provide nesting areas for birds and raptors, however, implementation of **Mitigation Measures BIO-1 through BIO-3** would reduce impacts to nesting birds and raptors to a less than significant level.

The California Essential Habitat Connectivity Project was queried for Essential Habitat Connectivity, which are the best available data describing important areas for maintaining connectivity between large blocks of land for wildlife corridor purposes (CDFW 2019). These important areas are referred to as Essential Connectivity Areas. Essential Connectivity Areas are only intended to be a broad-scale representation of areas that provide essential connectivity. The project site does not fall within an Essential Connectivity Area and is identified as a “limited connectivity opportunity”. The proposed

project would not significantly restrict the movement of any native resident or migratory fish or wildlife species, or established native resident or migratory wildlife corridors, or the use of native wildlife nursery sites; therefore, potential impacts would be *less than significant.*

(e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The project is located in unincorporated San Luis Obispo County in the San Luis Obispo Planning Area. There are no ordinances related to biological resources that apply to the proposed project. A row of planted coast live oaks (*Quercus agrifolia*) is present as part of a windbreak and privacy row along the fence line of the adjacent residential property to the north, outside of the project area. The project is designed to avoid the oak trees and impacts to oak trees are not anticipated, though mitigation for nesting birds will be implemented during project activities (see BIO-1 through BIO-3, below). The project is designed to avoid impacts to all oak trees, including canopy and critical root zones. The project will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Therefore, impacts related to local ordinances would be *less than significant.*

(f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The project does not overlap with any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other conservation plans. Therefore, the project would not conflict with any approved local, regional or state habitat conservation plans and *no impact* would occur.

Conclusion

The project would result in the removal of up to 0.6 acre of ruderal vegetation that do not contain Congdon's tarplant during seasonal surveys. **Mitigation Measures BIO-1 through BIO-3** would reduce potential impacts to nesting birds and raptor species, including to Cooper's Hawk and white-tailed Kite to less than significant.

Mitigation

BIO-1 If ground or vegetation disturbing activities commence between February 1 and September 15, preconstruction nesting bird surveys shall be conducted within one week (7 days) of starting work. **Prior to issuance of construction permits,** the applicant shall demonstrate to the County Department of Planning and Building that a qualified biologist has been retained to conduct nesting bird surveys. **Within one week prior to any site preparation, ground-disturbance, and related construction activities**, a qualified biologist shall conduct a nesting bird survey and verify that migratory birds are not nesting in the site.

Surveys shall cover the entire work area plus a 100-foot buffer for non-raptor, common bird species (refer to BIO-2 below for raptor surveys). If surveys do not locate nesting birds, construction activities may commence. If an active bird nest (a nest with eggs or young) is located, a protective buffer shall be established by a qualified biologist. The buffer shall consist of a 50-foot radius, no work area around the nest until the chicks have fledged and are no longer dependent on the nest. The qualified biologist may increase or decrease the buffer on a case-by-case basis in consultation with the County, if the species, location, topography, or work scope support the determination. A preconstruction survey report shall

be submitted to the County **immediately upon completion of the survey, and prior to start of work**. The report shall detail appropriate fencing or flagging of buffer zones if applicable. A map of the project site and nest locations shall be included with the report. If nesting activity is detected, the project shall be modified via the use of protective buffers, delaying construction activities, and other methods designated by the qualified biologist to avoid direct take of identified nests, eggs, and/or young protected under the MBTA and/or California Fish and Game Code.

The qualified biologist shall document any active nests and submit a letter report to the County Department of Planning and Building documenting compliance with this measure, **within 30-days of survey completion.**

BIO-2 If ground or vegetation disturbing activities commence between February 1 and September 15, preconstruction nesting raptor surveys shall be conducted **within one week (7 days) of starting work**. Raptor surveys shall be conducted on the project site and shall include a 500-foot survey buffer. Active raptor nests shall be protected by a minimum of 300-foot buffer. If work is proposed within the buffer, a qualified biologist shall prepare a nest monitoring plan to be approved by the County **prior to start of work**.

BIO-3 Occupied nests of special status bird species that are within 100 feet of project work areas shall be monitored **at least every two weeks** through the nesting season to document nest success and check for project compliance with buffer zones. Once nests are deemed inactive and/or chicks have fledged and are no longer dependent on the nest, work may commence in these areas.

The qualified biologist shall document any active nests and submit a letter report to the County Department of Planning and Building documenting compliance with this measure, **within 30-days of survey completion.**

Sources

See Exhibit A.

V. CULTURAL RESOURCES

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	☐	☐	☐	☒
(b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☐	☒	☐

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(c)	Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

Setting

San Luis Obispo County possesses a rich and diverse cultural heritage and therefore has a wealth of historic and prehistoric resources, including sites and buildings associated with Native American inhabitation, Spanish missionaries, immigrant settlers, and military branches of the United States.

As defined by CEQA, a historical resource includes:

1. A resource listed in or determined to be eligible for listing in the California Register of Historical Resources (CRHR).
2. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant. The architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural records of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence.

Pursuant to CEQA, a resource included in a local register of historic resources or identified as significant in an historical resource survey shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

The County of San Luis Obispo LUO Historic Site (H) combining designation is applied to areas of the county to recognize the importance of archeological and historic sites, structures important to local, state, or national history. Standards are included regarding minimum parcel size and permit processing requirements for parcels with an established structure and Historic Site combining designation. For example, all new structures and uses within an H combining designation require Minor Use Permit approval, and applications for such projects are required to include a description of measures proposed to protect the historic resource identified by the Land Use Element (LUO 22.14.080). The project site is not within an Historic Site combining district.

California prehistory is divided into three broad temporal periods that reflect similar cultural characteristics throughout the state: Paleoindian Period (circa [ca.] 9000–6000 B.C.), Archaic Period (6000 B.C.–A.D. 500), and Emergent Period (A.D. 500–Historic Contact). The Archaic is further divided into Lower (6000–3000 B.C.), Middle (3000–1000 B.C.), and Upper (1000 B.C.–A.D. 500) Periods. These divisions are generally governed by climatic and environmental variables, such as the drying of pluvial lakes at the transition from the Paleoindian to the Lower Archaic period.

San Luis Obispo county was historically occupied by two Native American tribes, the northernmost subdivision of the Chumash, the Obispeño (after Mission San Luis Obispo de Tolosa), and the Salinan. However, the precise location of the boundary between the Chumashan-speaking Obispeño Chumash and

their northern neighbors, the Hokan-speaking Playanos Salinan, is currently the subject of debate, as those boundaries may have changed over time.

The COSE identifies and maps known cultural and historic resources within the county and establishes goals, policies, and implementation strategies to identify and protect areas, sites, and buildings having architectural, historical, Native America, or cultural significance. Based on the COSE, the project is not located in a designated Archaeological Sensitive Area or Historic Site.

There are no structures or other historical resources on the subject property.

Discussion

(a) *Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?*

The project site is currently used for agricultural row crops, but is otherwise undeveloped; therefore, development of the project would not require removal or demolition of existing structures that could be eligible for listing as a Historical Resource on local, state, and/or federal registers. Therefore, implementation and buildout of the project is not anticipated to result in disturbance historical resources and *no impact* would occur

(b) *Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?*

Based on the archaeological sensitivity of the region, there is potential for cultural resources to be located within the project area. Proposed site improvements would require ground disturbance activities, including vegetation removal, grading, and excavation. In accordance with the County's LUO (22.10.040), in the event an unknown cultural resource site is encountered, all work within the vicinity of the find must be halted until a qualified archaeologist is retained to evaluate the nature, integrity, and significance of the find. Therefore, impacts would be *less than significant.*

(c) *Disturb any human remains, including those interred outside of dedicated cemeteries?*

There are no known sites containing human remains within or near the project areas and there is a low probability of significant archaeological resources in the project area. However, project excavations have the potential to encounter previously unidentified human remains in the form of burials or isolated bones and bone fragments. If human remains are exposed during construction, construction shall halt around the discovery of human remains, the area shall be protected, and consultation and treatment shall occur as prescribed by State law. The County's Coroner and Sheriff Department shall be notified immediately to comply with State Health and Safety Code Section 7050.5, which states that no further disturbance shall occur until the County Coroner has been notified and can make the necessary findings as to origin and disposition of the remains. If the remains are determined to be Native American, the Coroner will notify the NAHC and the remains will be treated in accordance with Public Resources Code Section 5097.98. With adherence to State Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, impacts related to the disturbance of human remains would be reduced to *less than significant.*

Conclusion

The project would be required to comply with the County's LUO and the California Health and Safety Code in the event unknown cultural resources or human remains are discovered during project activities. Therefore, with implementation of the identified mitigation, impacts would be less than significant.

Mitigation

No mitigation is necessary.

Sources

See Exhibit A.

VI. ENERGY

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
(b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

Setting

Pacific Gas & Electric Company (PG&E) is the primary electricity provider for urban and rural communities within the County of San Luis Obispo. Approximately 33% of electricity provided by PG&E is sourced from renewable resources and an additional 45% is sourced from greenhouse gas-free resources (PG&E 2017).

The County has adopted a Conservation and Open Space Element (COSE) that establishes goals and policies that aim to reduce vehicle miles traveled, conserve water, increase energy efficiency and the use of renewable energy, and reduce greenhouse gas emissions. This element provides the basis and direction for the development of the County's EnergyWise Plan (EWP), which outlines in greater detail the County's strategy to reduce government and community-wide greenhouse gas emissions through a number of goals, measures, and actions, including energy efficiency and development and use of renewable energy resources.

The EWP established the goal to reduce community-wide greenhouse gas emissions to 15% below 2006 baseline levels by 2020. Two of the six community-wide goals identified to accomplish this were to "[a]ddress future energy needs through increased conservation and efficiency in all sectors" and "[i]ncrease the production of renewable energy from small-scale and commercial-scale renewable energy installations to account for 10% of local energy use by 2020." In addition, the County has published an EnergyWise Plan 2016 Update to summarize progress toward implementing measures established in the EWP and outline overall trends in energy use and emissions since the baseline year of the EWP inventory, 2006.

The California Building Code (CBC) contains standards that regulate the method of use, properties, performance, or types of materials used in the construction, alteration, improvement, repair, or

rehabilitation of a building or other improvement to real property. The CBC includes mandatory green building standards for residential and nonresidential structures, the most recent version of which are referred to as the *2019 Building Energy Efficiency Standards*. These standards focus on four key areas: smart residential photovoltaic systems, updated thermal envelope standards (preventing heat transfer from the interior to the exterior and vice versa), residential and nonresidential ventilation requirements, and non-residential lighting requirements.

The County LUO includes a Renewable Energy Area combining designation to encourage and support the development of local renewable energy resources, conserving energy resources and decreasing reliance on environmentally costly energy sources. This designation is intended to identify areas of the county where renewable energy production is favorable and establish procedures to streamline the environmental review and processing of land use permits for solar electric facilities (SEFs). The LUO establishes criteria for project eligibility, required application content for SEFs proposed within this designation, permit requirements, and development standards (LUO 22.14.100).

The project is located within the Renewable Energy Area combining designation. The project's energy demand would be supplied by PG&E.

Discussion

(a) *Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

The project proposes the development of a 42,877 square-foot wildlife care and veterinary facility for treatment and rehabilitation of injured wildlife. Of that square footage, 34,183 square feet would consist of outdoor enclosures that are without power. In addition, the project proposes to incorporate low-impact design elements around the facility. Construction of the building would be required to adhere to Title 24 of the California Energy Code and CBC energy efficiency building standards. During construction, fossil fuels, electricity, and natural gas would be used by construction vehicles and equipment. The energy consumed during construction would be temporary and would not represent a significant or wasteful demand on available resources. Operationally, the project would employ up to 15 employees and volunteers, seven days a week, for the purpose of animal care and rehabilitation. The project does not propose any activities (e.g., manufacturing) that would inherently be energy consumptive. As such, there are no unusual project characteristics during construction or throughout operation that would result in an inefficient, wasteful use, or unnecessary consumption of energy resources. Therefore, impacts would be *less than significant.*

(b) *Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

The project would be located within the County's Renewable Energy Area combining designation, which is an area identified as favorable for renewable energy production, but this designation does not preclude the development of the site for other uses. The project's proposed use would be consistent with site's underlying land use designation and is consistent with the anticipated development for the area. As such, the project does not propose a use or activity that would otherwise conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Therefore, *no impacts* would occur.

Conclusion

No significant impacts related to Energy resources were identified; therefore, no mitigation measures are necessary.

Mitigation

No mitigation is necessary.

Sources

See Exhibit A.

VII. GEOLOGY AND SOILS

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
	(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
	(ii) Strong seismic ground shaking?	☐	☐	☒	☐
	(iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
	(iv) Landslides?	☐	☐	☐	☒
(b)	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
(c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
(e)	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☒	☐
(f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

Setting

The Alquist-Priolo Earthquake Fault Zoning Act (Act) is a California state law that was developed to regulate development near active faults and mitigate the surface fault rupture potential and other hazards. The Act identifies active earthquake fault zones and restricts the construction of habitable structures over known active or potentially active faults. San Luis Obispo County is located in a geologically complex and seismically active region. The Safety Element of the County of San Luis Obispo General Plan identifies three active faults that traverse through the County and that are currently zoned under the State of California Alquist-Priolo Fault Zoning Act: the San Andreas, the Hosgri-San Simeon, and the Los Osos. The San Andreas Fault zone is located along the eastern border of San Luis Obispo County and has a length of over 600 miles. The Hosgri-San Simeon fault system generally consists of two fault zones: the Hosgri fault zone that is mapped off of the San Luis Obispo County coast; and the San Simeon fault zone, which appears to be associated with the Hosgri, and comes onshore near the pier at San Simeon Point, Lastly, the Los Osos Fault zone has been mapped generally in an east/west orientation along the northern flank of the Irish Hills.

The County's Safety Element also identifies 17 other faults that are considered potentially active or have uncertain fault activity in the County. The Safety Element establishes policies that require new development to be located away from active and potentially active faults. The element also requires that the County enforce applicable building codes relating to seismic design of structures and require design professionals to evaluate the potential for liquefaction or seismic settlement to impact structures in accordance with the Uniform Building Code.

Groundshaking refers to the motion that occurs in response to local and regional earthquakes. Groundshaking can endanger life and safety due to damage or collapse of structures or lifeline facilities. The California Building Code (CBC) currently requires structures to be designed to resist a minimum seismic force resulting from ground motion.

Liquefaction is the sudden loss of soil strength due to a rapid increase in soil pore water pressures resulting from groundshaking during an earthquake. Liquefaction potential increases with earthquake magnitude and groundshaking duration. Low-lying areas adjacent to creeks, rivers, beaches, and estuaries underlain by unconsolidated alluvial soil are most likely to be vulnerable to liquefaction. The CBC requires the

assessment of liquefaction in the design of all structures. The project is located in an area with moderate potential for liquefaction.

Landslides and slope instability can occur as a result of wet weather, weak soils, improper grading, improper drainage, steep slopes, adverse geologic structure, earthquakes, or a combination of these factors. Despite current codes and policies that discourage development in areas of known landslide activity or high risk of landslide, there is a considerable amount of development that is being impacted by landslide activity in the County each year. The County Safety Element identifies several policies to reduce risk from landslides and slope instability. These policies include the requirement for slope stability evaluations for development in areas of moderate or high landslide risk, and restrictions on new development in areas of known landslide activity unless development plans indicate that the hazard can be reduced to a less than significant level prior to beginning development. The project is located in an area with low potential for landslides.

Shrink/swell potential is the extent to which the soil shrinks as it dries out or swells when it gets wet. Extent of shrinking and swelling is influenced by the amount and kind of clay in the soil. Shrinking and swelling of soils can cause damage to building foundations, roads and other structures. A high shrink/swell potential indicates a hazard to maintenance of structures built in, on, or with material having this rating. Moderate and low ratings lessen the hazard accordingly. According the NRCS, Conception loam (2 - 5 % slope) underlying the northwestern portion of site is characterized as having a moderately low erodibility and low shrink-swell characteristics, as well as having potential septic system constraints due to slow water movement. Salinas silty clay (0 to 2 % slopes) underlying the southeastern portion of the site is characterized as having moderately low erodibility, high shrink-swell potential, and potential septic system constraints due to slow water movement.

According to the County Department of Planning and Building, leach fields for septic systems must have a percolation rate of 120 minutes per inch or faster (County of San Luis Obispo Department of Planning and Building 2020). Percolation and infiltration testing performed on the site prepared by Beacon Geotechnical, Inc. (Beacon Geotechnical, Inc. 2020) characterize the soils onsite as having percolation rates between 50 and 90 minutes per inch.

The County LUO identifies a Geologic Study Area (GSA) combining designation for areas where geologic and soil conditions could present new developments and their users with potential hazards to life and property. All land use permit applicants located within a GSA are required to include a report prepared by a certified engineering geologist and/or registered civil/soils engineer as appropriate. This report is then required to be evaluated by a geologist retained by the County. In addition, all uses within a GSA are subject to special standards regarding grading and distance from an active fault trace within an Earthquake Fault Zone (LUO 22.14.070). The project site is not within a Geological Study Area.

The County Conservation and Open Space Element (COSE) identifies a policy for the protection of paleontological resources from the effects of development by avoiding disturbance where feasible. Paleontological sensitivity is defined as the potential for a geologic unit to produce scientifically significant fossils.

Discussion

(a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

(a-i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

The nearest potentially capable fault is the Los Osos fault located approximately 3.1 miles northwest of the project site. Based on the Alquist-Priolo Earthquake Fault Zone Maps and information available from the California Department of Conservation's website, the project site is not located within an identified Alquist-Priolo Earthquake Hazard Zone. The proposed project would be required to submit a soils report prior to with application for a building permit, and subject to professional engineering and construction standards and the CBC requirements to ensure buildings are constructed to withstand the magnitude of earthquakes that could potentially occur in the project area. The project would not expose people or structures to the rupture of any known active faults, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map. Therefore, potential impacts would be l*ess than significant*.

(a-ii) Strong seismic ground shaking?

San Luis Obispo County is located in a geologically complex and seismically active region. The project site is located in an area with moderately high potential for seismic activity, ground shaking, and seismic settlement. However, the project would be required to submit a soils report and comply with the CBC. The soils report would identify the potential for seismically induced settlement to occur at the site and provide recommendations for site preparation, grading, and foundations. Incorporation of the preliminary geotechnical recommendations as well as professional engineering standards and CBC requirements would ensure the project is designed to adequately address potential seismic-related impacts. Therefore, potential impacts would be *less than significant.*

(a-iii) Seismic-related ground failure, including liquefaction?

According to the County's General Plan Safety Element and Liquefaction Hazards overlay map, the proposed project site is located in an area with moderate potential for liquefaction. A soils report prepared by a qualified engineer is required upon review of the building permit to address the nature of the subsurface soils in response to liquefaction potential, in accordance with the California Building Code Chapter 18, any issues identified in the report would be addressed through standard site construction techniques, as required by the Code. In addition, the proposed development would be required to be designed in compliance with standard seismic design criteria established in the California Building Code to reduce risk associated with seismic-related ground failure, including liquefaction. Therefore, potential impacts would be *less than significant*.

(a-iv) Landslides?

According to the County's General Plan Safety Element and Landslide Hazards overlay map, the proposed project site is located in an area with low potential for landslides. Additionally, the project area is relatively flat surrounded by gentle topography absent of significant geologic features. The proposed project is not located in an area prone to landslides and would not expose people or structures to landslides risks; therefore, *no impacts* would occur.

(b) Result in substantial soil erosion or the loss of topsoil?

The project would result in approximately 6,800 cubic yards of cut and 6,500 cubic yards of fill. The project proposes to construct a building and exterior animal pens, resulting in approximately 7.2 acres of site disturbance. Site improvements would involve clearing, grading, and the development of animal care and rehabilitation facilities with associated access and parking. The project would also construct three septic systems with leachfields and earthen basins for treatment of animal facility wash water. Projects that disturb one acre of soil or more are required to obtain National Pollutant Discharge Elimination System (NPDES) coverage under the NPDES General Permit for Storm Water Discharges Associated with Construction Activity (General Permit), Order No. 2009-0009-DWQ. The General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP), which includes Best Management Practices (BMPs) to protect stormwater runoff, including measures to prevent soil erosion. Because more than one acre of land would be disturbed during the construction phase, the applicant would be required to prepare a SWPPP and obtain a storm water permit from the RWQCB. Compliance with permit conditions would require implementation of erosion control BMPs. Because construction activities would require implementation of erosion control measures, as required by the SWPPP and existing County standards, impacts associated with erosion during construction would be minimal. Following project completion, the project site would be developed with buildings, hardscapes, or otherwise landscaped, precluding the potential for substantial erosion or loss of topsoil. Therefore, impacts related to soil erosion and loss of topsoil would be *less than significant*

(c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Landslides typically occur in areas with steep slopes or in areas containing escarpments. According to the County's General Plan Safety Element and Landslide Hazards overlay map, the project site is located within an area with low landslide potential. According to the County GIS Land Use viewer, the project site is in an area of moderate liquefaction potential. The project would be required to comply with the most recent CBC to adequately withstand and minimize risk associated with potential ground-failure events. Incorporation of professional engineering standards and CBC requirements would ensure the project is designed to adequately address potential impacts related to unstable geologic units. Therefore, potential impacts would be *less than significant.*

(d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Based on the NRCS data, site soils were generally determined to be low-to-moderately expansive. The project would be required to submit a soils report which would provide recommendations with respect to expansive soils. Incorporation of geotechnical recommendations as well as professional engineering standards and CBC requirements would ensure the project is designed to adequately address potential impacts related to expansive soils. Therefore, potential impacts would be *less than significant.*

(e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

The project proposes the installation of separate septic systems on the site to remove contaminates from the water released from on-site domestic wastewater tank and an onsite wastewater tank for raccoon washdown water. In addition, the project will include three earthen basins to contain and treat washdown and other process waters from wildlife enclosures. Percolation and infiltration tests performed for the project site by Beacon Geotechnical (Beacon Geotechnical 2020) determined that the soil would be suitable for the proposed leachfields and the septic systems would be designed by a Civil Engineer with adequate experience and knowledge of septic and infiltration system design. Therefore, the project site contains soils capable of adequately supporting the use of the proposed septic systems and proper design would ensue that the project would have *less than significant impacts* related to septic systems.

(f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The project area is underlain with Quaternary age alluvium, which has low potential to contain significant paleontological resources. There are no known unique paleontological resources or unique geological features located within the project sites and the area has a low potential for encountering important fossils. Therefore, impact would be *less than significant*.

Conclusion

The project does not propose any activities that would directly or indirectly cause potential substantial adverse effects associated with unstable soil conditions or geologic hazards. No paleontological resources are known to occur within the project area and no mitigation measures are necessary.

Mitigation

None necessary

Sources

See Exhibit A.

VIII. GREENHOUSE GAS EMISSIONS

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Setting

In March 2012, the SLOAPCD approved thresholds for Greenhouse Gas (GHG) emission impacts, and these thresholds have been incorporated into the CEQA Air Quality Handbook. The Bright-Line Threshold of 1,150 Metric Tons CO_2/year (MT CO2e/yr) is the most applicable GHG threshold for most projects. Table 1-1 in the APCD CEQA Air Quality Handbook provides a list of general land uses and the estimated sizes or capacity of those uses expected to exceed the GHG Bight Line Threshold of 1,150 Metric Tons of CO_2/year. Projects that exceed the criteria or are within ten percent of exceeding the criteria presented in Table 1-1 are required to conduct a more detailed analysis of air quality impacts.

Under CEQA, an individual project's GHG emissions will generally not result in direct significant impacts. This is because the climate change issue is global in nature. However, an individual project could be found to contribute to a potentially significant cumulative impact. Projects that have GHG emissions above the noted thresholds may be considered cumulatively considerable and require mitigation.

In October 2008, ARB published its *Climate Change Proposed Scoping Plan*, which is the State's plan to achieve GHG reductions in California required by AB 32. This initial Scoping Plan contained the main strategies to be implemented in order to achieve the target emission levels identified in AB 32. The Scoping Plan included ARB-recommended GHG reductions for each emissions sector of the state's GHG inventory. The largest proposed GHG reduction recommendations were associated with improving emissions standards for light-duty vehicles, implementing the Low Carbon Fuel Standard program, implementation of energy efficiency measures in buildings and appliances, and the widespread development of combined heat and power systems, and developing a renewable portfolio standard for electricity production.

ARB is required by current law, including Assembly Bill 32, Senate Bill 32, and Executive Order (EO) S-3-05, to regulate sources of GHGs to meet a state goal of reducing GHG emissions to 1990 levels by 2020, 40 percent reduction of 1990 levels by 20130, and an 80 percent reduction of 1990 levels by 2050. The initial Scoping Plan was first approved by ARB on December 11, 2008 and is updated every five years. The first update of the Scoping Plan was approved by the ARB on May 22, 2014, which looked past 2020 to set mid-term goals (2030-2035) on the road to reaching the 2050 goals. The most recent update released by ARB is the *2017 Climate Change Scoping Plan*, which was released in November 2017. The *2017 Climate Change Scoping Plan* incorporates strategies for achieving the 2030 GHG-reduction target established in SB 32 and EO S-3-05.

The County Energy Wise Plan (EWP; 2011) identifies changes that could occur in the County as a result of climate change, provides an inventory of GHG emissions in the County, and establishes a GHG emissions forecast and reduction targets for the County. This plan identifies strategies to reduce the county's GHG emissions by 15% below the baseline year of 2006 by the year 2020. This goal is consistent with Assembly Bill 32. The inventory denotes municipal and community-wide emissions caused by a range of activities in 2006, including transportation, waste, agriculture, energy, and aircraft-related activities. The EWP includes

an Implementation Program that provides a strategy for action with specific measures and steps to achieve the identified GHG reduction targets=including, but not limited to, the following:

- Encourage new development to exceed minimum Cal Green requirements;
- Require a minimum of 75% of nonhazardous construction and demolition debris generated on site to be recycled or salvaged;
- Continue to implement strategic growth strategies that direct the county's future growth into existing communities and to provide complete services to meet local needs;
- Continue to increase the amount of affordable housing in the County, allowing lower-income families to live closer to jobs and activity centers, and providing residents with greater access to transit and alternative modes;
- Reduce potable water use by 20% in all newly constructed buildings by using the performance method provided in the California Green Building Code;
- Require use of energy-efficient equipment in all new development;
- Minimize the use of dark materials on roofs by requiring roofs to achieve a minimum solar reflectivity index of 10 for high-slope roofs and 68 for low-slope roofs; and
- Use light-colored aggregate in new road construction and repaving projects adjacent to existing cities.

In 2016 the County published the EnergyWise Plan 2016 Update, which describes changes and modifications to the EnergyWise plan. These modifications include a summary of the progress made toward implementing measures in the 2011 EWP, overall trends in energy use and emissions since the baseline year of the inventory (2006), and the addition of implementation measures intended to provide a greater understanding of the County's emissions status.

Discussion

(a) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

Construction activities, such as site preparation, site grading, on-site heavy-duty construction vehicles, equipment hauling materials to and from the project site, and motor vehicles transporting the construction crew would produce combustion emissions from various sources. During construction of the proposed project, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically uses fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO_2, CH_4, and N_2O. Furthermore, CH_4 is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

Operational emissions from the project would mostly be from energy use and vehicle trips. The project design is required to include energy efficiency measures that meet the requirements of Chapter 5, Nonresidential Mandatory Measures, of the most recent edition (2019) of the California Green Building Code (California Building Standards Commission 2019). Energy for the project would be supplied by PG&E which sources approximately 31% of electricity from renewable resources and an additional 53% is sourced from non-renewable GHG-free resources (PG&E 2022). Operational

energy use is not anticipated to generate a significant amount of GHGs because it is sourced primarily from GHG-free resources.

The project is not expected to generate GHG emissions that would exceed existing interim thresholds and Mitigation Measure AQ-1 would further reduce construction-related GHG emissions; therefore, impacts would be *less than significant*

(b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The proposed project would include several energy and water conservation measures to further limit and reduce energy consumption and would not generate significant additional long-term vehicle trips or mobile-source emissions. The project would not conflict with the control measures identified in the CAP or other state and local regulations related to GHG emissions and renewable energy. The project would have no impact on plans and policies adopted for the purpose of reducing GHG emissions and no mitigation is necessary. Therefore, impacts would be *less than significant.*

Conclusion

Implementation of the proposed project would result in a wildlife care and veterinary facility on the project site. The project would be compliant with GHG reduction standards during construction and operation through compliance with diesel idling restrictions, green building standards, and applicable GHG-reduction strategies. Therefore, impacts would be less than significant. Mitigation Measure AQ-1 would further reduce construction-related GHG emissions through specific diesel idling restrictions.

Mitigation

None required. Impacts would be less than significant and would be further reduced with implementation of Mitigation Measure AQ-1.

Sources

See Exhibit A.

IX. HAZARDS AND HAZARDOUS MATERIALS

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐

Initial Study – Environmental Checklist

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
(c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
(d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
(e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
(f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
(g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

Setting

The Hazardous Waste and Substances Site (Cortese) List is a planning document used by the State, local agencies, and developers to comply with CEQA requirements related to the disclosure of information about the location of hazardous materials release sites. Government Code section 65962.5 requires the California EPA to develop at least annually an updated Cortese List. Various state and local government agencies are required to track and document hazardous material release information for the Cortese List. The California Department of Toxic Substance Control's (DTSC's) Envirostor database tracks DTSC cleanup, permitting, enforcement and investigation efforts at hazardous waste facilities and sites with known contamination,

such as federal superfund sites, state response sites, voluntary cleanup sites, school cleanup sites, school investigation sites, and military evaluation sites. The State Water Resources Control Board's (SWRCB's) GeoTracker database contains records for sites that impact, or have the potential to impact, water in California, such as Leaking Underground Storage Tank (LUST) sites, Department of Defense sites, and Cleanup Program Sites. The remaining data regarding facilities or sites identified as meeting the "Cortese List" requirements can be located on the CalEPA website: https://calepa.ca.gov/sitecleanup/corteselist/.

The California Health and Safety Code provides regulations pertaining to the abatement of fire related hazards and requires that local jurisdictions enforce the California Building Code, which provides standards for fire resistive building and roofing materials, and other fire-related construction methods. The County Safety Element provides a Fire Hazard Zones Map that indicates unincorporated areas in the County within moderate, high, and very high fire hazard severity zones. The project is located in a Local Responsibility Area (LRA) and is not located in a Fire Hazard Severity Zone. The area south of the project site, across Buckley Road, is located in a State Responsibility Area (SRA) in a Moderate Fire Hazard Severity Zone. The project site has an estimated response time of approximately 0-5 minutes. For more information about fire-related hazards and risk assessment, see Section XX. Wildfire.

The County also has adopted general emergency plans for multiple potential natural disasters, including the Local Hazard Mitigation Plan, County Emergency Operations Plan, Earthquake Plan, Dam and Levee Failure Plan, Hazardous Materials Response Plan, County Recovery Plan, and the Tsunami Response Plan.

Based on a search of the DTSC's Envirostor database and the SWRCB's Geotracker system, there are no environmental cleanup sites on or near the proposed project site. The nearest known cleanup site is located approximately 0.50 miles southwest and is associated with the Phillips 66 Refinery – Santa Maria Facility, and has been classified as inactive since 12/31/2015. The project is located within 2 miles of a public airport. San Luis Obispo County Regional Airport is located approximately 0.5 mile east of the project site. There are no schools located within 0.25 mile of the proposed project.

Discussion

(a) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

The project consists of approximately 42,877 square feet of animal care facilities in one new building and numerous outdoor pens. The proposed activities would be limited to receiving, treating, rehabilitating, and releasing injured wildlife. Construction of the proposed project is anticipated to require limited quantities of hazardous substances, including gasoline, diesel fuel, hydraulic fluid, solvents, oils, paints, etc. Temporary storage containers (bulk above-ground storage tanks, 55-gallon drums, sheds/trailers, etc.) may be used by the project contractor for equipment refueling and maintenance purposes during construction. The transport, use, handling, and disposal of hazardous materials during construction would be pursuant to local, state, and federal regulations to minimize risk and exposure. Operation of the proposed project would not require routine transport, use, or disposal of hazardous materials. Any hazardous substances associated with the project would continue to be transported, stored, and used according to regulatory requirements and existing procedures for the handling of hazardous materials; therefore, impacts would be *less than significant*.

(b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

During the construction period, there is a possibility of accidental release of hazardous substances such as petroleum-based fuels used for construction equipment. The level of risk associated with the accidental release of hazardous substances is not considered significant due to the lack of sensitive resources in the project vicinity, limited nature and duration of construction activities, and the small volume and low concentration of materials that would be utilized during construction. No hazardous materials would be permanently stored on site. The contractor would be required to use standard construction controls and safety procedures, which would avoid and minimize the potential for accidental release of such substances into the environment and mitigate impacts in the event of a spill or accidental release. Standard construction practices would be implemented such that any materials released are appropriately contained and remediated as required by local, state, and federal law. Therefore, potential impacts related to an accidental release of hazardous materials would be *less than significant*.

(c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

There are no schools located within 0.25 mile of the proposed project. The nearest schools are Montessori Children's School approximately 0.85 mile northwest and Family Partnership Charter School approximately 1.75 miles northwest. The proposed project would not emit hazardous emissions or handle acutely hazardous materials, substance or waste. During construction, road paving materials, oils, lubricants, fuels, and other hazardous materials may be used; however, given the distance to the nearest schools, the limited building footprint and duration of construction activities, *no impacts* related to schools would occur.

(d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

The project sites do not overlay a landfill or hazardous material site. Based on a review of the DTSC's EnviroStor database and the SWRCB's Geotracker system on February 11, 2022, the new facilities would not be located in an area that includes any known hazardous material storage or cleanup sites. The proposed facility is not on a site that is on a list of hazardous materials site pursuant to Government Code Section 65962.5 and would not create a significant hazard to the public or the environment related to disturbance in a hazardous materials site. Therefore, *no impacts* would occur.

(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

The proposed facility is located approximately 0.5 mile west of the San Luis Obispo County Regional Airport and is in an Airport Review Area combining zone according to the County GIS Land Use Viewer. The Airport Review Area combining designation includes standards for use limitations, height limitations, and a limitation on activities that could create electrical interference with radio

communications or visual interference for pilots. In addition, the property owner must provide an avigation[1] easement for airspace above the property (Section 22.14.030)

The proposed project is within the Airport Influence Area, Zone 4: Outer Approach/Departure Zone, and Zone 6: Traffic Pattern Zone of the San Luis Obispo County Regional Airport Land Use Plan (ALUP). The project site is not within any noise contours and is approximately 1,000 feet west of the 60 decibel (dB) Community Noise Equivalent Level (CNEL) noise corridor. The maximum building height on the site is 35 feet above natural grade. The maximum height of the proposed facility would be 31 feet above grade. The project complies with all requirements of the ALUP and County LUO, including maximum elevations, relationship to the designated flight path, allowable land uses, avigation easement and real estate disclosure. The proposed project received a consistency determination by the Airport Land Use Commission and a Determination of No Hazard to Air Navigation by the Federal Aviation Administration and would not result in a safety hazard related to airport operations, flight patterns, or other airport uses or resources that would create a safety hazard for people residing or working in the project area. Therefore, impacts related to airport safety would be *less than significant.*

(f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Implementation of the proposed project would not have a permanent impact on any adopted emergency response plans or emergency evacuation plans. During short-term construction activities including the associated roadway improvements, partial road closures may be required along Buckley Road and Esperanza Lane; however, individual access to properties neighboring the new facility would be maintained during all construction activities. Additionally, in the event of partial lane closures, sufficient alternative routes exist near the facility and the project would not interfere or result in inadequate emergency access. Therefore, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan and impacts would be *less than significant*.

(g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

According to the County's General Plan Safety Element and Fire Hazard Severity Zones overlay map, the project site is not within a fire hazard severity zone, and is in a 0- to 5-minute emergency response time zone. The project would be located on a relatively flat, undeveloped parcel containing agricultural row crops and would be surrounded primarily by agricultural development. The closest fire station is the Cal Fire San Luis Obispo Fire Station 21, approximately 1.35 miles east of the project site. The project would be developed and built to include modern fire code standards including fire sprinklers. In addition, the project has prepared a Fire Protection Plan that includes a schematic of the fire water delivery system consisting of fire water storage tanks, fire pump, underground water supply, hydrants, fire department connections, etc. The project would include fire sprinklers in the main building, but is not required to include sprinklers in the outdoor wildlife enclosures. The project would be built using modern fire codes, located near a CAL FIRE station, and would not be sited in location that would expose people or structures, either directly or indirectly, to

[1] An avigation easement is an agreement that compels property owners to cede air rights over their property to the government. This agreement restricts owners from building above a specific height and waives their rights to file a suit against owners and pilots of low-flying aircraft and limits the liability of aircraft operators for causing a nuisance.

a significant risk of loss, injury or death involving wildland fires. Therefore, impacts would be *less than significant.*

Conclusion

The proposed project would not result in significant adverse impacts to Hazards and Hazardous Materials. The limited nature and duration of disturbance substantially reduces and avoids the potential for significant effects related to hazardous material contamination, airport safety, emergency evacuation, and fire risk. Therefore, potential impacts would be less than significant, and no mitigation is necessary.

Mitigation

No mitigation is necessary.

Sources

See Exhibit A.

X. HYDROLOGY AND WATER QUALITY

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
(b)	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
(c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
	(i) Result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
	(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☒	☐

Initial Study – Environmental Checklist

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(iii)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
(iv)	Impede or redirect flood flows?	☐	☐	☒	☐
(d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
(e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

Setting

The RWQCB has established Total Maximum Daily Load (TMDL) thresholds for waterbodies within the County. A TMDL establishes the allowable amount of a particular pollutant a waterbody can receive waste water or toxic substances on a regular basis and still remain at levels that protect beneficial uses designated for that waterbody. A TMDL also establishes proportional responsibility for controlling the pollutant, numeric indicators of water quality, and measures to achieve the allowable amount of pollutant loading. Section 303(d) of the Clean Water Act (CWA) requires states to maintain a list of bodies of water that are designated as "impaired". A body of water is considered impaired when a particular water quality objective or standard is not being met.

Section 404 of the CWA establishes a program to regulate the discharge of dredged or fill material into waters of the United States, including wetlands. Waters of the United States are typically identified by the presence of an Ordinary High Water Mark (OHWM) and connectivity to traditional navigable waters or other jurisdictional features. CWA Section 404 requires a permit for these activities under separate regulations by the U.S. Army Corps of Engineers (USACE) and U.S. Environmental Protection Agency (EPA) unless the activity is exempt from Section 404 regulation (e.g. certain farming and forestry activities).

The Central Coast Regional Water Quality Control Board's (RWQCB) Water Quality Control Plan for the Central Coast Basin (Basin Plan; 2019) describes how the quality of surface water and groundwater in the Central Coast Region should be managed to provide the highest water quality reasonably possible. The Basin Plan outlines the beneficial uses of streams, lakes, and other water bodies for humans and other life. There are 24 categories of beneficial uses, including, but no limited to, municipal water supply, water contact recreation, non-water contact recreation, and cold freshwater habitat. Water quality objectives are then established to protect the beneficial uses of those water resources. The Regional Board implements the Basin Plan by issuing and enforcing waste discharge requirements to individuals, communities, or businesses whose discharges can affect water quality.

The project is underlain by the San Luis Valley Subbasin of the San Luis Obispo Valley Groundwater Basin and is under the auspices of the San Luis Obispo/South County Water Planning Agency. The primary sources of water supply for uses in the basin include groundwater from the San Luis Obispo Valley Basin and surface water from Whale Rock Reservoir, Salinas Reservoir, Nacimiento Lake, and recycled water from the City's Water Recycling Program. The San Luis Valley includes part of the City and California Polytechnic University (Cal Poly) jurisdictional boundaries, while the remainder of the valley is unincorporated land. Land use in the City is primarily municipal, residential, and industrial.

In October 2021, the County and City adopted the San Luis Obispo Basin Groundwater Sustainability Plan (GSP) as required by the Sustainable Groundwater Management Act (SGMA; Section 10720 of the State Water Code). Thee GSP analyzed the water budget of the basin and estimated that the San Luis Valley had a water surplus of 700 acre-feet per year (AFY). The surplus is likely expressed as groundwater discharge to streams in the valley.

The County LUO dictates which projects are required to prepare a drainage plan, including any project that would, for example, change the runoff volume or velocity leaving any point of the site, result in an impervious surface of more than 20,000 square feet, or involve hillside development on slopes steeper than 10 percent. Preparation of a drainage plan is not required where grading is exclusively for an exempt agricultural structure, crop production, or grazing.

The County LUO also dictates that an erosion and sedimentation control plan is required year-round for all construction and grading permit projects and site disturbance activities of one-half acre or more in geologically unstable areas, on slopes steeper than 30 percent, on highly erodible soils, or within 100 feet of any watercourse.

Per the County's Stormwater Program, the Public Works Department is responsible for ensuring that new construction sites implement best management practices during construction, and that site plans incorporate appropriate post-construction stormwater runoff controls. Construction sites that disturb 1.0 acre or more must enroll for coverage under the State Water Resources Control Board's Construction General Permit. The Construction General Permit requires the preparation of a Stormwater Pollution Prevention Plan (SWPPP) to minimize on-site sedimentation and erosion. There are several types of projects that are exempt from preparing a SWPPP, including routine maintenance to existing developments, emergency construction activities, agricultural discharges regulated by the State or Regional Water Board, and projects exempted under the State or Regional Water Board. Projects that disturb less than 1.0 acre must implement all required elements within the site's erosion and sediment control plan as required by the San Luis Obispo County Codes.

For planning purposes, the flood event most often used to delineate areas subject to flooding is the 100-year flood. The County Safety Element establishes policies to reduce flood hazards and reduce flood damage, including but not limited to prohibition of development in areas of high flood hazard potential, discouragement of single road access into remote areas that could be closed during floods, and review of plans for construction in low-lying areas. All development located in flood plains are subject to Federal Emergency Management Act (FEMA) regulations. The County Land Use Ordinance designates a Flood Hazard (FH) combining designation for areas of the County that could be subject to inundation by a 100-year flood or within coastal high hazard areas. Development projects within this combining designation are subject to FH permit and processing requirements. These requirements include, but are not limited to, the preparation of a drainage plan, implementation of additional construction standards, and additional materials storage and processing requirements that could be injurious to human, animal or plant life in the event of flooding. The project site is not located within a Flood Hazard combining designation.

The project area is located in the Central Hydrologic Unit and within the San Luis Obispo Creek Watershed, approximately 5 miles northeast of the Pacific Ocean and is not downstream of any dam (California Department of Water Resources 2022). It is subject to the San Luis Obispo Creek Waterway Management Plan. The USGS Arroyo Grande, California 7.5-minute quadrangle shows the nearest blue-line channel is Acacia Creek, located approximately 300 feet east. The FEMA Flood Insurance Rate Maps (FIRM) indicate that there are no floodplains present within the proposed site which is mapped entirely within Flood Zone X. The project is in a Stormwater Management Area and Pre-Construction Stormwater Inspection Area. The project is underlain by the San Luis Obispo Valley Groundwater Basin, which underlies approximately 19.9 square miles including the City of San Luis Obispo and rural areas to the south of the City. The project site is not located in the County's mapped dam inundation area.

Discussion

(a) *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

The proposed project is located within the jurisdiction of the Central Coast Regional Water Quality Control Board (CCRWQCB) and would be required to comply with all regulatory requirements designed to minimize and control discharges to surface and ground water. The project would require onsite grading and the removal of vegetation, which could result in the erosion of onsite soils and sedimentation during heavy wind or rain events. The project proposes over one-acre of disturbance, requiring a state Construction General Permit and a SWPPP, which would include BMPs to control the discharge of pollutants into local surface water drainages. In addition, a Storm Water Control Plan (SWCP) would also be prepared for the project and identify source control measures to prevent potential non-stormwater discharges. The project also proposes retention basins, bioswales, and other LID treatments to control stormwater on site. By incorporating LID treatments and source control measures identified in the SWCP, as well as compliance with the CCRWQCB discharge requirements and BMPs identified in the SWPPP, the project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Therefore, potential impacts would be *less than significant*.

(b) *Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

The project is located in the San Luis Obispo Basin which is not currently in a state of overdraft. The project is subject to the Countywide Water Conservation Program, requiring all new construction to install water-efficient plumbing fixtures. Water to the site would be provided by an on-site well, which would be metered and recorded monthly per LUO 19.07.042. The project proposes to treat, rehabilitate and release injured wildlife; and at full capacity, the project would employ up to 15 full-time employees and volunteers. These activities are not considered water-intensive, and the largest water consumption use would be washing down kennels and cleaning oiled birds in a large oil spill event. Participation in the Countywide Water Conservation Program would minimize water consumption through water efficient plumbing and metering. In addition, since the current land use is irrigated row crops, the project's water use would be offset by the cessation of agricultural irrigation. As such, the project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. Therefore, impacts would be *less than significant*.

(c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

(c-i) Result in substantial erosion or siltation on- or off-site?

The project proposes to remove up to 9.3 acres of agricultural and ruderal vegetation, resulting in approximately 7.2 acres of grading disturbance in Phase 1. Site improvements would involve clearing, grading, and the development of one building and associated animal care facilities (kennels) with associated access and parking, as well as installing septic systems and grading for vegetated swales for treatment of kennel washwater and a vegetated stormwater basin. The greatest potential for onsite erosion to occur would be during the initial site preparation and grading during construction of Phase 1. The soils on the property are identified as having moderately low erodibility. The project would be required to prepare a SWPPP and implement BMPs that are designed to prevent soil erosion during construction. The project proposes to incorporate new landscaping as well as LID techniques including a stormwater detention bioswale adequate to hold storm waters from a 100-year storm, and vegetated earthen retention basins to treat washdown water from animal enclosures and allow infiltration into the soil that would help prevent operational soil erosion. Based on the project's design to include retention basins, bioswales, and other LID techniques that meet the CCRWQCB's Central Coast Post-Construction Requirements and San Luis Obispo Waterway Management Plan, adhering to design requirements and source control measures outlined in both plans and through incorporation of the design requirements and LID techniques and implementing BMPs provided in the SWPPP, the project would not result in substantial erosion or siltation on- or off-site. Therefore, impacts would be *less than significant*.

(c-ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

This project is located in a designated Storm Water Management area and would result in more than 2,500 square feet (sf) of net impervious area. As such, the project is subject to the CCRWQCB's Central Coast Post-Construction Requirements, which mandates that the project must meet performance requirements for site design, water quality treatment, runoff retention, peak management, and other special circumstances (CCRWQCB 2013). In addition, this project is located in the San Luis Obispo Creek Watershed and is subject to the San Luis Obispo Waterway Management Plan (City of San Luis Obispo and County of San Luis Obispo 2003). The project site is essentially flat with a less than 1 percent grade, and drains by overland flow from northeast to southwest to Buckley Road. The project would result in approximately 29,793 square feet (0.68 acres) of impervious surface in Phase 1 and an additional 24,285 square feet (0.56 acres) of impervious surface in Phase 2. As the project will disturb more than 2.5 acres, it must submit a Drainage Master Plan to the County Public Works Department for review and approval, which mandates that the project must meet performance requirements for site design, water quality treatment, runoff retention, peak management, and other special circumstances. The project has been designed to include a stormwater retention basin and associated facilities that would meet the requirements of the San Luis Obispo Waterway Management Plan as well as the CCRWQCB's Central Coast Post-Construction Requirements and prevent any significant increase in downstream peak flows, including 2-year, 10-year, 50-year, and 100-year events. Based on the project's design to include retention basins, bioswales, and other LID techniques that meet the San Luis Obispo Waterway Management Plan and CCRWQCB's Central Coast Post-Construction requirements, the

project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. Therefore, impacts would be *less than significant*.

(c-iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

As discussed above, the project site drains to Buckley Road which has no storm drains. Stormwater drains by overland flow into surrounding area or percolates into the soil. The project has been designed to include retention basins, bioswales, and other LID techniques that would meet the San Luis Obispo Waterway Management Plan and CCRWQCB's Central Coast Post-Construction design requirements. In addition, the applicant will submit a Drainage Master Plan to the County Public Works Department for review and approval which will confirm that the onsite drainage facilities have been adequately designed to handle the required flows. Based on the capacity and design of the proposed stormwater facilities, and adherence to design requirements outlined in the San Luis Obispo Waterway Management Plan Drainage Design Manual, the project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, impacts would be *less than significant*.

(c-iv) Impede or redirect flood flows?

The project is predominantly covered with row crops and ruderal vegetation and does not contain any streams, rivers, or other hydrological features. The project is not located within the County's Flood Hazard combining designation and there are no mapped floodplains present within the proposed site. The project would result in the construction of one new building and associated kennels and facilities and the removal of existing agricultural crops. The project has been designed to adequately manage stormwater through retention basins, bioswales, and other LID techniques, and does not propose any activities that would impede or redirect flood flows. Therefore, impacts would be *less than significant*.

(d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

The project is located in an upland area on the southern edge of the City of San Luis Obispo, approximately 5 miles northeast of the Pacific Ocean and is not below any dam. The nearest blue-line channel is Acacia Creek, located approximately 300 feet. The project is not located within the County's Flood Hazard combining designation and there are no mapped floodplains present within the proposed site. According to the Department of Conservation's San Luis Obispo County Tsunami Inundation Map, the project is not within a tsunami inundation area. As such, the project is not within a flood hazard, tsunami, or seiche zone and would not risk release of pollutants due to project inundation. Therefore, *no impacts* would occur.

(e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

As discussed previously, the project has been designed to comply with all San Luis Obispo Waterway Management Plan and CCRWQCB's regulatory requirements, including the Water Quality Control Plan for the Central Coast Basin. The project would participate in the Countywide Water Conservation Program to further minimize groundwater consumption. The project does not propose any activities that would otherwise conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Therefore, *no impacts* would occur.

Conclusion

The new facility would not be located in proximity to any surface water bodies and would not affect quantity or quality of groundwater. The project does not propose alterations to existing water courses or other significant alterations to existing drainage patterns at the project site. The new facility is not within the 100-year flood zone and would not substantially increase impervious surfaces. The proposed project would not result in a significant adverse impact related to Hydrology and Water Quality and no mitigation is necessary.

Mitigation

No mitigation is necessary.

Sources

See Exhibit A.

XI. LAND USE AND PLANNING

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Physically divide an established community?	☐	☐	☒	☐
(b)	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

Setting

The LUO was established to guide and manage the future growth in the County in accordance with the General Plan, to regulate land use in a manner that will encourage and support orderly development and beneficial use of lands, to minimize adverse effects on the public resulting from inappropriate creation, location, use or design of buildings or land uses, and to protect and enhance significant natural, historic, archeological, and scenic resources within the county. The LUO is the primary tool used by the County to carry out the goals, objectives, and policies of the County General Plan.

The County Land Use Element (LUE) provides policies and standards for the management of growth and development in each unincorporated community and rural areas of the county and serves as a reference point and guide for future land use planning studies throughout the county. The LUE identifies strategic grown principles to define and focus the county's pro-active planning approach and balance environmental, economic, and social equity concerns. Each strategic growth principle correlates with a set of policies and implementation strategies that define how land will be used and resources protected. The LUE also defines each of the 14 land use designations and identifies standards for land uses based on the designation they are located within.

Initial Study – Environmental Checklist

The second part of the inland LUE contains the area plans of each of the four inland planning areas: Carrizo, North County, San Luis Obispo, and South County. The area plans establish policies and programs for land use, circulation, public facilities, services, and resources that apply "areawide", in rural areas, and in unincorporated urban areas within each planning area. Part three of the LUE contains each of the 13 inland community and village plans, which contain goals, policies, programs, and related background information for the County's unincorporated inland urban and village areas.

Discussion

(a) *Physically divide an established community?*

The proposed facility would be located on the southern edge of the City of San Luis Obispo in unincorporated San Luis Obispo County in areas surrounded by agricultural, rural residential and industrial uses. The project immediately abuts Buckley Road and Esperanza Lane and would be accessed from Buckley Road. The project area is adjacent to the planned Avila Ranch development and would be required to make offsite road improvements to Buckley Road, which would in coordination with the City and County to correspond to the improvements required of the Avila Ranch development. The project does not propose improvements or new uses that would physically divide the surrounding rural community. Therefore, impacts would be *less than significant*.

(b) *Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

The project proposes to establish a new wildlife care facility on a 9.3-acre parcel within the Agricultural land use category on the outskirts of the City of San Luis Obispo. The site is in the North San Luis Obispo Sub Area of the San Luis Obispo Planning Area. The project falls under the Animal Hospitals & Veterinary Medical Facilities Designation, and as such it requires a Minor Use Permit (MUP) in the Agricultural land use zone under Table 2-2 of the municipal code. No changes to the zoning or general plan designation are being proposed. The project is 0.5 mile west of the San Luis Obispo County Regional Airport and is in an Airport Review Area combining district. The project has been designed to meet all requirements of the FAA 77 Part 77 regulations as well as the San Luis Obispo County ALUP. The project has been designed to comply with the County's Land Use Ordinance and does not propose a use or activity that would cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, *no impacts* would occur.

Conclusion

The proposed project would not result in a significant adverse impact related to Land Use and Planning. Therefore, no mitigation is necessary.

Mitigation

No mitigation is necessary.

Sources

See Exhibit A.

XII. MINERAL RESOURCES

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
(b)	Result in the loss of availability of a locally- important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Setting

The California Surface Mining and Reclamation Act of 1975 (SMARA) requires that the State Geologist classify land into mineral resource zones (MRZ) according to the known or inferred mineral potential of the land (Public Resources Code Sections 2710–2796).

The three MRZs used in the SMARA classification-designation process in the San Luis Obispo-Santa Barbara Production-Consumption Region are defined below (California Geological Survey 2011a):

- **MRZ-1:** Areas where available geologic information indicates that little likelihood exists for the presence of significant mineral resources.
- **MRZ-2:** Areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists. This zone shall be applied to known mineral deposits or where well-developed lines of reasoning, based upon economic-geologic principles and adequate data, demonstrate that the likelihood for occurrence of significant mineral deposits is high.
- **MRZ-3:** Areas containing known or inferred aggregate resources of undetermined significance.

The County of San Luis Obispo Land Use Ordinance (LUO) provides regulations for development in delineated Energy and Extractive Resource Areas (EX) and Extractive Resource Areas (EX1). The EX combining designation is used to identify areas of the county where:

1. Mineral or petroleum extraction occurs or is proposed to occur;
2. The state geologist has designated a mineral resource area of statewide or regional significance pursuant to PRC Sections 2710 et seq. (SMARA); and,
3. Major public utility electric generation facilities exist or are proposed.

The purpose of this combining designation is to protect significant resource extraction and energy production areas identified by the County Land Use Element from encroachment by incompatible land uses

that could hinder resource extraction or energy production operations, or land uses that would be adversely affected by extraction or energy production.

Discussion

(a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

According the County's General Plan Land Use Element and the Energy or Extractive Area (EX) combining designation overlay, there are no known mineral resources in the project area. Future extraction of mineral resources is very unlikely due to the location of the facilities on the southern border of the City of San Luis Obispo. *No impacts* to known mineral resources would occur.

(b) Result in the loss of availability of a locally- important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

As discussed above, there are no known or mapped mineral resources in the project area and the likelihood of future mining of important resources within the project area is very low. *No impacts* would occur.

Conclusion

No impacts to Mineral Resources would occur as a result of the project, and no mitigation is necessary.

Mitigation

No mitigation is necessary.

Sources

See Exhibit A.

XIII. NOISE

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:					
(a)	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
(b)	Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(c)	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

Setting

The San Luis Obispo County Noise Element of the General Plan provides a policy framework for addressing potential noise impacts in the planning process. The purpose of the Noise Element is to minimize future noise conflicts. The Noise Element identifies the major noise sources in the county (highways and freeways, primary arterial roadways and major local streets, railroad operations, aircraft and airport operations, local industrial facilities, and other stationary sources) and includes goals, policies, and implementation programs to reduce future noise impacts. Among the most significant polices of the Noise Element are numerical noise standards that limit noise exposure within noise-sensitive land uses, and performance standards for new commercial and industrial uses that might adversely impact noise-sensitive land uses.

Noise sensitive uses that have been identified by the County include the following:

- Residential development, except temporary dwellings
- Schools – preschool to secondary, college and university, specialized education and training
- Health care services (hospitals)
- Nursing and personal care
- Churches
- Public assembly and entertainment
- Libraries and museums
- Hotels and motels
- Bed and breakfast facilities
- Outdoor sports and recreation
- Offices

All sound levels referred to in the Noise Element are expressed in A-weighted decibels (dB), which is the sound level obtained by using the A-weighting filter of a sound level meter. A-weighting de-emphasizes the very low and very high frequencies of sound in a manner similar to the human ear.

The County LUO noise standards are subject to a range of exceptions, including noise sources associated with construction, provided such activities do not take place before 7 a.m. or after 9 p.m. on weekdays, or

before 8 a.m. or after 5 p.m. on Saturday or Sunday. Noise associated with agricultural land uses (as listed in Section 22.06.030), traffic on public roadways, railroad line operations, and aircraft in flight are also exempt.

The project would be located directly adjacent to Buckley Road, with the nearest sensitive receptors located approximately 300 feet north.

The County of San Luis Obispo LUO establishes acceptable standards for exterior and interior noise levels and describe how noise shall be measured. Exterior noise level standards are applicable when a land use affected by noise is one of the sensitive uses listed in the Noise Element. Exterior noise levels are measured from the property line of the affected noise-sensitive land use.

Table 3. Maximum allowable exterior noise level standards(1)

Sound Levels	Daytime 7 a.m. to 10 p.m.	Nighttime (2)
Hourly Equivalent Sound Level (L_{eq}, dB)	50	45
Maximum level, dB	70	65

(1) When the receiving noise-sensitive land use is outdoor sports and recreation, the noise level standards are increased by 10 db.

(2) Applies only to uses that operate or are occupied during nighttime hours

Discussion

(a) *Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

The project site is located in a sparsely developed area and the nearest noise sensitive land uses to the project site would be one single-family residential home located approximately 300 feet to the north of the project site and 700 feet north of the approximately center of construction. Once Avila Ranch, to the west, is developed, there would be single- and multi-family residences to the west, separated by the project boundary by an open space and park area, with the nearest residences approximately 560 feet from the project site. The primary external noise sources are Buckley Road, located immediately south of the project, and San Luis Obispo County Regional Airport, located 0.5 mile east of the project.

Construction impacts would result in temporary increases in ambient noise levels in the project area on an intermittent basis and, as such, would expose surrounding sensitive receivers to increased noise levels. Any increase in noise levels at off-site receptors during construction of the proposed project would be temporary in nature and would not generate continuously high noise levels, although occasional single-event disturbances from construction would be possible. In addition, construction noise would typically be higher during the heavier periods of initial construction (i.e., grading work and building of outdoor enclosures) and reduced in the later construction phases (i.e., interior building construction) because the physical structure of the proposed project would break line-of-sight noise transmission from the construction area to the nearby sensitive receivers. Furthermore, noise levels would fluctuate depending on the construction phase, equipment type

and duration of use, distance between the noise source and receiver, and presence or absence of noise attenuation barriers.

Table 1 details the typical noise levels for construction equipment likely to be used in implementation the project.

Table 1. Typical Noise Levels for Construction Equipment

Equipment	Typical Noise Level (dBA)* 50 Feet from Source
Backhoes, excavators	80–85
Concrete pumps, mixers	82–85
Cranes (moveable)	81
Pick-up truck	55
Dump truck	76
Equipment/tool van	55
Dozer	82
Compactors	82
Water truck	76
Grader	85
Drill rigs	70–85
Pneumatic tools	85
Rock transport	76
Roller	80
Hole auger	84
Line truck and trailer	55

*dBA = A-weighted decibels

Source: U.S. Environmental Protection Agency (USEPA) 1971.

At the nearest existing single-family residence located 300 feet to the north, construction equipment would attenuate by 24 dBA (6 dBA per doubling of distance) to approximately 61 dBA. The County's LUO establishes acceptable hours for construction activities – between 7:00 AM and 7:00 PM weekdays and 8:00 AM and 5:00 PM on weekends. Construction taking place during these hours are exempt from the County's noise standards.

Operational activities that would generate noise include on-site traffic patterns, parking and loading/unloading, roof-mounted HVAC systems used for heating and cooling, and sounds from the wildlife. Wildlife that would be housed in the exterior enclosures would include birds (raptors, songbirds, ducks), land/air mammals (racoons, squirrels), and reptiles/amphibians (snakes, lizards).

At the nearest existing single-family residence located 300 feet to the north of the project site, noises from the northern property line would attenuate by 24 dBA (6 dBA per doubling of distance). The nearest animal enclosures during Phase 1 would be approximately 280 feet from the northern property line, or 580 feet from the residence to the north. At this distance, noise attenuates by approximately 30 dBA. For Phase 2 enclosures, the nearest enclosures would be approximately 100 feet from the northern property line, or 400 feet from the residence to the north, with noise

attenuation of approximately 26 dBA. The nearest residences at the future Avila Ranch, to the west, are approximately 560 feet from the northwest corner of the project site, or approximately 900 feet from the Phase 1 enclosures. At this distance, noise would attenuate by approximately 33 dBA. For Phase 2 enclosures, the nearest enclosure would be approximately 320 feet from the northwest property corner or approximately 880 feet from the nearest future Avila Ranch residences. At this distance, noise would attenuate by approximately 33 dBA. Noise levels from the facility are not expected to generate noises that would exceed the County's noise standards at the nearby existing and future sensitive receptor locations. Noise levels would need to exceed 76 dBA during the daytime hours and 71 dBA during the nighttime hours to exceed. For reference, the Los Angeles Zoo, as part of the zoo expansion (LA Zoo Vision Plan), measured peak weekend noise levels at the zoo at 54.4 dBA (City of Los Angeles 2021). The Los Angeles Zoo is a much larger animal facility and includes other noise sources such as animal shows with amplified music and a high volume of daily visitors, which are no components of this proposed project. Therefore, impacts would be *less than significant.*

(b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Vibration levels within the project site would be limited in nature and not expected to travel further than 25 feet. The nearest sensitive receptor is 300 feet from the northern boundary of the project and 700 feet from the center of construction. Therefore, the project as designed would not result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels. Therefore, impacts would be *less than significant*.

(c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The nearest airport to the project is the San Luis Obispo County Regional County Airport, located approximately 0.5 miles east. The project is located within the ALUP and within the Airport Review Area combining district. The project site is not within any noise contours and is approximately 1,000 feet west of the 60 decibel (dB) Community Noise Equivalent Level (CNEL) noise corridor, therefore the project would not expose people residing or working in the project area to excessive noise levels. Therefore, impacts related to airport noise would be *less than significant*.

Conclusion

The proposed project would not result in a significant adverse impact related to Noise. Therefore, no mitigation is necessary.

Mitigation

No mitigation is necessary.

Sources

See Exhibit A.

XIV. POPULATION AND HOUSING

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
(b)	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

Setting

The County of San Luis Obispo General Plan Housing Element recognizes the difficulty for residents to find suitable and affordable housing within San Luis Obispo County. The Housing Element includes an analysis of vacant and underutilized land located in urban areas that are suitable for residential development and considers zoning provisions and development standards to encourage development of these parcels. These parcels are categorized into potential sites for very low- and low-income households, moderate-income households, and above moderate-income households.

The County's Inclusionary Housing Ordinance requires provision of new affordable housing in conjunction with both residential and nonresidential development and subdivisions. In its efforts to provide for affordable housing, the county currently administers the Home Investment Partnerships (HOME) Program and the Community Development Block Grant (CDBG) program, which provides limited financing to projects relating to affordable housing throughout the county.

Discussion

(a) *Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

The project proposes to develop a new wildlife care and treatment facility. At full build-out, it is anticipated that the project would employ up to 15 employees and volunteers, Monday through Sunday, from 7:00 a.m. to 5:00 p.m. It is anticipated that the project would use workers from the local labor pool and the scale and scope of the project would not have the capacity to substantially induce unplanned population growth within the area. Therefore, impacts would be *less than significant*.

(b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The project would be located in area designated for agricultural uses and would be surrounded by agricultural, light industrial and suburban residential uses. Previous uses on the site include agricultural production, specifically seasonal row crops. The subject parcel is not zoned for residential uses, and development of the project would not preclude future residential development in surrounding residential areas. In addition, the project would be subject to an inclusionary housing fee to provide local funding for affordable housing. Based on the existing land use designation and historical use of the project site, the project would not displace a substantial number of existing people or housing, necessitating the construction of replacement housing elsewhere. Therefore, impacts would be *less than significant*.

Conclusion

The proposed project would not result in a significant adverse impact related to Population and Housing. Therefore, no mitigation is necessary.

Mitigation

No mitigation is necessary.

Sources

See Exhibit A.

XV. PUBLIC SERVICES

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
	Fire protection?	☐	☐	☒	☐
	Police protection?	☐	☐	☒	☐
	Schools?	☐	☐	☐	☒

Initial Study – Environmental Checklist

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

Setting

Fire protection services in unincorporated San Luis Obispo County are provided by the California Department of Forestry and Fire Protection (CAL FIRE), which has been under contract with the County of San Luis Obispo to provide full-service fire protection since 1930. Approximately 180 full-time state employees operate the County Fire Department, supplemented by as many as 100 state seasonal fire fighters, 300 County paid-call and reserve fire fighters, and 120 state inmate fire fighters. County Fire/CAL FIRE responds to emergencies and other requests for assistance, plans for and takes action to prevent emergencies and to reduce their impact, coordinates regional emergency response efforts, and provides public education and training in local communities. County Fire/CAL FIRE has 24 fire stations located throughout the county. The project would be served by County Fire Station #21, located approximately 1.35 miles east of the project site.

Police protection and emergency services in the unincorporated portions of the county are provided by the San Luis Obispo County Sheriff's Office. The Sheriff's Office Patrol Division responds to calls for service, conduct proactive law enforcement activities, and perform initial investigations of crime. Patrol personnel are deployed from three stations throughout the county, the Coast Station in Los Osos, the North Station in Templeton, and the South Station in Oceano. The nearest office is in Los Osos, located approximately 11 miles northwest.

San Luis Obispo County has a total 0f 10 school districts that currently enroll approximately 34,000 students in over 75 schools. The project area is within the San Luis Coastal Unified School District.

Public facilities fees, Quimby fees, and developer conditions are several ways the County currently funds public parks and recreational facilities. Public facility fees are collected upon construction of new residential units and currently provide funding for new community-serving recreation facilities. Quimby Fees are collected when new residential lots are created and can be used to expand, acquire, rehabilitate, or develop community-serving parks. Finally, a discretionary permit issued by the County may condition a project to provide land, amenities, or facilities consistent with the Recreation Element.

A public facility fee program (i.e., development impact fee program) has been adopted to address impacts related to public facilities (county) and schools (State Government Code 65995 et seq.). The fee amounts are assessed annually by the County based on the type of proposed development and the development's proportional impact and are collected at the time of building permit issuance. Public facility fees are used as needed to finance the construction of and/or improvements to public facilities required to the serve new development, including fire protection, law enforcement, schools, parks, and roads.

Discussion

(a) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*

Fire protection?
The proposed project would develop a new wildlife veterinary facility in aa agricultural area adjacent to the southern border of the City of San Luis Obispo. The nearest County Fire/CAL FIRE facility is the San Luis Obispo County Fire Station 21 located at the San Luis Obispo County Regional Airport approximately 0.35 miles east of the project, with a response time of 0- to 5-minutes. Construction activities may slightly increase fire risk during construction; however, the project does not propose a use or any operational activities that would generate substantial long-term increases in demand for fire protection or other emergency services. The project would be developed and built to include standard building codes including fire sprinklers. In addition, the project has prepared a Fire Protection Plan that includes a schematic of the fire water delivery system consisting of fire water storage tanks, fire pump, underground water supply, hydrants, fire department connections, etc. Based on the nature of the proposed project, proximity to the nearest County Fire/CAL FIRE Station, standard building requirements for fire suppression, and the Fire Protection Plan, the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities. Therefore, potential impacts would be *less than significant*.

Police protection?
The project site would continue to be served by the San Luis Obispo County Sheriff, with the nearest office located approximately 10 miles away at 1585 Kansas Avenue in San Luis Obispo. The project does not propose a new use or activity that would require additional police services above what is normally provided for similar commercial developments. The proposed project would not result in a significant increase in demand for police protection; therefore, potential impacts would be *less than significant.*

Schools?
There is no new housing associated with the project and employees would be likely sourced from the local labor pool. Therefore, the project would not directly impact nearby schools and would not result in the generation of additional school children or create an increase in demand for additional school capacity. Therefore, *no impacts* would occur.

Parks?
The project does not extend through any public parks or recreational areas. No new recreational facilities are proposed as part of the project. Therefore, the project would not result in an increase in population and would not place any new or increased demand on existing local or regional park and recreation facilities. Construction of the project would not displace any existing or known proposed recreational facilities. Therefore, *no impacts* related to public park and recreational facilities would occur.

Other public facilities?
The project would result in negligible operational impacts and potential construction related effects would be predominantly limited to the existing right-of-way along Buckley Road. The project would not directly or indirectly affect other public facilities in the project vicinity. The proposed project would not directly or indirectly induce population growth in the area and would not increase demand on public facilities as a result of the project. No expansion of County facilities or emergency services would be required. Therefore, *no impacts* to other public facilities would occur.

Conclusion

The proposed project would not result in a significant adverse impact related to Public Services. Therefore, no mitigation measures are necessary.

Mitigation

No mitigation is necessary.

Sources

See Exhibit A.

XVI. RECREATION

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
(b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Setting

The County of San Luis Obispo Parks and Recreation Element (Recreation Element) establishes goals, policies, and implementation measures for the management, renovation, and expansion of existing, and the development of new, parks and recreation facilities in order to meet existing and projected needs and to assure an equitable distribution of parks throughout the county. Within the County's unincorporated areas, there are currently 23 parks, three golf courses, four trails/staging areas, and eight Special Areas that include natural areas, coastal access, and historic facilities currently operated and maintained by the County. The City of San Luis Obispo Parks and Recreation Department maintains 28 parks and 15 other recreational facilities. The project itself is a wildlife veterinary facility, offering no recreational facilities within

the immediate vicinity. Cuesta Canyon Park, Avila Beach Park and Cave are the nearest County recreational facilities to the project. Johnson Park, Meadow Park and Mitchell Park are the closest City-owned parks to the project site.

Public facilities fees, Quimby fees, and developer conditions are several ways the County currently funds public parks and recreational facilities. Public facility fees are collected upon construction of new residential units and currently provide funding for new community-serving recreation facilities. Quimby Fees are collected when new residential lots are created and can be used to expand, acquire, rehabilitate, or develop community-serving parks. Finally, a discretionary permit issued by the County may condition a project to provide land, amenities, or facilities consistent with the Recreation Element.

The County Bikeways Plan identifies and prioritizes bikeway facilities throughout the unincorporated area of the county, including bikeways, parking, connections with public transportation, educational programs, and funding. The Bikeways Plan is updated every 5 years and was last updated in 2016. The plan identifies goals, policies, and procedures geared towards realizing significant bicycle use as a key component of the transportation options for San Luis Obispo County residents. The plan also includes descriptions of bikeway design and improvement standards, an inventory of the current bicycle circulation network, and a list of current and future bikeway projects within the county.

Discussion

(a) *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

The project proposes a wildlife care and veterinary facility. Operation would occur 7:00 a.m. to 8:00 p.m., seven days a week, and employ up to 15 employees and volunteers at full build-out. No new housing is associated with the project and it is anticipated that the new employees would be sourced from the local labor pool. The overall scope and scale of the project would not have the capacity to induce population growth and would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Therefore, there would be *no impact*.

(b) *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

The project proposes a wildlife care and veterinary facility. Operation would occur 7:00 a.m. to 8:00 p.m., seven days a week, and employ up to 15 employees and volunteers at full build-out. No new recreational facilities are proposed as part of the project. As such, the project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Therefore, there would be *no impact*.

Conclusion

No significant impacts to Recreational resources would occur and no mitigation is necessary.

Mitigation

No mitigation is necessary.

Sources

See Exhibit A.

XVII. TRANSPORTATION

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☒	☐	☐
(b)	Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
(c)	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☒	☐	☐
(d)	Result in inadequate emergency access?	☐	☐	☒	☐

Setting

The County of San Luis Obispo Land Use and Circulation Element (LUCE) establishes goals, objectives, and policies to be implemented throughout the unincorporated area of the county.

The County Department of Public Works maintains updated traffic count data for all County-maintained roadways. In addition, Traffic Circulation Studies have been conducted within several community areas using traffic models to reasonably simulate current traffic flow patterns and forecast future travel demands and traffic flow patterns. These community Traffic Circulation Studies include South County Circulation Study, Los Osos Circulation Study, Templeton Circulation Study, San Miguel Circulation Study, Avila Circulation Study, and North Coast Circulation Study. The California Department of Transportation (Caltrans) maintains annual traffic data on state highways and interchanges within the county.

In 2013, Senate Bill 743 was signed into law with the intent to "more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions" and required the Governor's Office of Planning and Research (OPR) to identify new metrics for identifying and mitigating transportation impacts within CEQA. As a result, in December 2018, the California Natural Resources Agency certified and adopted updates to the State CEQA Guidelines. The revisions included new requirements related to the implementation of Senate Bill 743 and identified vehicle miles traveled (VMT) per capita, VMT per employee, and net VMT as new metrics for transportation analysis under CEQA. Beginning July 1, 2020, the newly adopted VMT criteria for determining significance of transportation impacts must be implemented statewide.

The San Luis Obispo Council of Governments (SLOCOG) holds several key roles in transportation planning within the county. As the Regional Transportation Planning Agency (RTPA), SLOCOG is responsible for conducting a comprehensive, coordinated transportation program, preparation of a Regional Transportation Plan (RTP), programming of state funds for transportation projects, and the administration and allocation of transportation development act funds required by state statutes. As the Metropolitan Planning Organization (MPO), SLOCOG is also responsible for all transportation planning and programming activities required under federal law. This includes development of long-range transportation plans and funding program, and the section and approval of transportation projects using federal funds.

The 2019 RTP, which was adopted in June 2019, is a long-term blueprint of San Luis Obispo County's transportation system. The plan identifies and analyzes transportation needs of the metropolitan region and creates a framework for project priorities. As the MPO for the region, SLOCOG represents and works with the County of San Luis Obispo as well as the Cities within the county in facilitating the development of the RTP.

The County Department of Public Works establishes bicycle paths and lanes in coordination with the RTP, which outlines how the region can establish an extensive bikeway network. County bikeway facilities are funded by state grants, local general funds, and developer contributions. The RTP also establishes goals and recommendations to develop, promote, and invest in the public transit systems, rail systems, air services, harbor improvements, and commodity movements within the county in order to meet the needs of transit-dependent individuals and encourage the increasing use of alternative modes by all travelers that choose public transportation. Local transit systems are presently in operation in the cities of Morro Bay and San Luis Obispo, and in South County offering service to Grover Beach, Arroyo Grande, Pismo Beach, and Oceano. Dial-a-ride Systems provide intra-community transit in Morro Bay, Atascadero, and Los Osos. Inter-urban systems operate between the City of San Luis Obispo and South County, Los Osos, and the North Coast.

The County LUCE establishes goals and strategies to meet pedestrian circulation needs by providing usable and attractive sidewalks, pathways, and trails to establish maximum access and connectivity between land use designations.

The proposed project is located in unincorporated San Luis Obispo County at the southern edge of the City of San Luis Obispo at the northwest corner of the intersection of Buckley Road and Esperanza Lane. Full access into and out of the site would be provided by a new 30-foot driveway on Buckley Road. No direct access would occur from Esperanza Lane. At full build-out, it is anticipated that the project would employ up to 15 full- and part-time employees and volunteers, seven days a week, from 7:00 a.m. to 8:00 p.m. On average, the rescue transport volunteers are estimated to have 4 to 5 rescues a week (mostly in the afternoon hours). The public will also drop-off injured animals on average of about 4 to 5 times a week. There will also be miscellaneous trips throughout the month (home rehabilitation trips, food deliveries, trash pickup, accounting services, Board of Director meetings, etc.), but these will not occur on a regular daily or weekly basis.

Buckley Road is a two-lane east west collector road between Vachel Lane and Edna Road that connects the Highway 1 corridor with the San Luis Obispo County Regional Airport. Willow Road is a two-lane east-west major collector facility that connects to SR 1 and US 101. Buckley Road primarily serves agricultural, single-family housing, and commercial uses as well as the airport. Esperanza Lane is a 10' wide local dead end road that serves several single family homes. This unstriped road acts as the eastern boundary of the proposed project. Buckley Road is planned to provide the primary access driveway to/from the site via a yield-controlled access out of the site. The County's traffic volume data indicates the average daily traffic on

Buckley Road east of Vachell Lane was approximately 5,200 average daily trips in 2019, and approximately 3,485 trips In 2021 (San Luis Obispo County Public Works 2021).

The City of San Luis Obispo is in the process of permitting the Avila Ranch Development Project, a mixed use, primarily residential development which would include up to 720 dwelling units on the north side of Buckley Road between Vachel Lane and the project site. Improvements to Buckley Road will be made as part of the Avila Ranch Development Project. The proposed project will be required to coordinate with the City of San Luis Obispo as well as the County in designing project frontage improvements to Buckley Road.

The Avila Ranch Development Project will include a Class II bike lane on Buckley Road from Vachel Lane to the western boundary of the proposed project. As part of the proposed project, the applicant will coordinate with the County and the City of San Luis Obispo to include a Class II bike lane in the road improvements along the Buckley Road project frontage.

San Luis Obispo Transit Authority (SLO Transit) provides public transportation in the City of San Luis Obispo. San Luis Obispo County and extends into Santa Barbara County to the south. RTA Route 2A (Higuera/LOVR/Madonna), travels along S Higuera, stopping 1.3 miles northwest of the project site. The Route 1A)Johnson/Tank Farm/Airport) travels along SR-227, stopping 1.6 miles northeast of the project site. There are no transit stops within close proximity of the project site. This is the nearest public transit service offered by any transit agency in the County.

A Traffic Impact Analysis Report prepared by Pinnacle Traffic Engineering (Pinnacle Traffic Engineering 2020) identified and assessed potential impacts that could result from the proposed project. The study was based on the existing conditions of the site, the proposed floor area and operations, and the proposed use and included trip generation calculations, peak-hour traffic volumes, average daily traffic, target level-of-service, queuing, and a turn lane warrant analysis for several scenarios. A cumulative impact analysis was also conducted using traffic volume forecasts from the Avila Ranch Traffic Impact Study.

Discussion

(a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

The traffic analysis report developed a trip generation analysis to determine the potential trips generated by development of the site. The operational analysis used a detailed breakdown of the employee and volunteer shifts throughout an average week provided by the Applicant to generate projected trips. The project is anticipated to result in 64 daily trips and 12 PM peak hour trips on an average weekday. During the peak nesting bird season (June 15th through September 15th) the project is anticipated to result in 82 daily trips and 16 PM peak hour trips. The data demonstrates staggered work shifts significantly reduce the number of trips generated during the typical weekday commuter periods Monday through Friday (7:00 to 9:00 AM & 4:00 to 6:00 PM).

Table 5. Average Cumulative Peak Hour Vehicle Trips on Buckley Road

Source	Trips in AM Peak Hours .	Trips in PM Peak Hours
Cumulative Traffic Volume	674	1,061

Project Traffic Volume	11	12

Based on the results of the traffic analysis, the project would increase traffic trips along Buckley Road by 1.63 percent in the AM peak hours and by 1.13 percent on the PM peak hours. As part of the required offsite project improvements, the project would widen Buckley Road along the project frontage to meet City and County standards, install "T intersection ahead" signage for Esperanza Lane and install a Class II bike lane. Development of the roadway improvements would reduce potential traffic impacts to Buckley Road.

The project is not located within a specific County Road Impact Fee Area, and will be subject to the County's SR-227 Traffic Mitigation Fee which is determined on a case-by-case based on the estimated number of project PM peak hour trips through the key intersections. In addition, the project will be required to participate in the City's Citywide TIFF Program, which is based on the number of daily trips for "specialty" (non- residential) land use categories. As part of the project's fair share to mitigate its traffic impact, **Mitigation Measures TR-3** will require he Applicant to pay both the County's SR 227 Traffic Mitigation Fee and the City's TIFF.

As discussed above, the proposed Avila Ranch Development Project will widen Buckley Road and install a Class II bike lane along the frontage of its property. Class II Bikeway Routes are considered a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted. As part of the proposed improvements described in **Mitigation Measures TR-1** and **TR-2**, the Applicant shall coordinate with the City and ensure its frontage improvements conform to the Buckley Road widening planned as part of the Avila Ranch development, and include Class II Bikeway improvements to be striped within the shoulder.

The traffic analysis report concluded that with implementation of **Mitigation Measures TR-1** and **TR-2**, and required payment of traffic program fees to both the County and City **(Mitigation Measure TR-3),** the project would not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Therefore, impacts would be *less than significant with mitigation.*

(b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

State CEQA Guidelines Section 15064.3 includes criteria for analyzing transportation impacts. Under Section 15064.3(b)(2), for transportation projects:

> *Generally, vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts. For the purposes of this section, "vehicle miles traveled" refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2) below (regarding roadway capacity), a project's effect on automobile delay shall not constitute a significant environmental impact.*

VMT is the amount and distance of automobile traffic attributable to a project.

It is anticipated that the project would employ up to 15 employees and volunteers, and add between approximately 64 and 82 new daily trips, with employees commuting and people coming to drop off wildlife from various locations around the County. The project site is not in an identified low VMT

area and is not within 0.25 mile of a transit stop or transit corridor. However, according to the California Office of Planning and Research (OPR);

> *"Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than significant transportation impact."* (OPR 2018)

As shown above, the project would result in fewer than 110 vehicle trips per day. In addition, the nature of the project (care and rehabilitation of wildlife, including housing wildlife in outdoor kennels) requires several acres of land and that the facility be an adequate distance from sensitive receptors to avoid nuisances such as noise and odors associated with animal care. Because the project can be considered a small project under OPR guidelines, the project would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). Therefore, impacts would be *less than significant.*

(c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

As discussed above, the project would increase the volume of trips within the project vicinity and as a result would be required to make roadway improvements per **Mitigation Measures TR-1** and **TR-2**. These improvements include shoulder widening and a Class II Bikeway, which improve the overall safety and traffic conditions at the project site. With implementation of **Mitigation Measures TR-1 and TR-2**, the project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Therefore, impacts would be *less than significant with mitigation*.

(d) Result in inadequate emergency access?

The project may result in partial road closures during short-term construction activities; however, individual access to properties neighboring the new facility will be maintained during all construction activities. Additionally, in the event of partial lane closures, sufficient alternative routes exist near the project site and the project would not interfere or result in inadequate emergency access. Therefore, impacts would be *less than significant.*

Conclusion

As part of **Mitigation Measure TR-1** and **TR-2**, the project would be required meet County road and driveway standards and coordinate with the City of San Luis Obispo to make several roadway improvements including road widening to conform with the Avila Ranch development and the development of Class II Bikeway improvements. In addition, **Mitigation Measure TR-3** requires the project to pay both County and City's applicable road impacts fees. Therefore, impacts to traffic would be less than significant with mitigation.

Mitigation

TR-1 **At the time of application for construction for Phase 1**, the applicant shall submit project plans by a Registered Civil Engineer that show the following improvements:

a. The project driveway shall comply with County's Standard Drawing No. A-5a (Stopping Sight Distance) and A-5b (Sight Distance Clear Zones).

b. The project driveway improvements on Buckley Road shall be constructed according to County Standard Drawing No. B-1e (Rural Driveway), including deceleration and acceleration tapers.

c. The project frontage improvements on Buckley Road shall be constructed according to County Standard Drawing No. A-1e (Rural Road Section > 6,000 Future ADT).

d. The project shall install "T" intersection ahead signs (W2-4) on Buckley Road west of the project site and east of Esperanza Lane.

e. Provide Class II bike lane improvements along the Buckley Road project frontage as required by the County (to be striped within the shoulder).

TR-2 The Applicant shall coordinate with the City and ensure its frontage improvements conform to the Buckley Road widening planned as part of the Avila Ranch development, including Class II Bikeway improvements to be striped within the shoulder.

TR-3 The Applicant shall pay the applicable County SR 227 Traffic Mitigation Fee and City of San Luis Obispo's TIFF.

Sources

See Exhibit A.

XVIII. TRIBAL CULTURAL RESOURCES

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
	(i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☒	☐

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(ii)	A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

Setting

Approved in 2014, Assembly Bill 52 (AB 52) added tribal cultural resources to the categories of resources that must be evaluated under CEQA. Tribal cultural resources are defined as either of the following:

1) Sites, features, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
    a. Included or determined to be eligible for inclusion in the California Register of Historical Resources; or
    b. Included in a local register of historical resources as defined in subdivision (k) of California Public Resources Code Section 5020.1.
2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of California Public Resources Code Section 5024.1. In applying these criteria for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American Tribe.

Recognizing that tribes may have expertise with regard to their tribal history and practices, AB 52 requires lead agencies to provide notice to tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if they have requested notice of projects proposed within that area. If the tribe requests consultation within 30 days upon receipt of the notice, the lead agency must consult with the tribe regarding the potential for adverse impacts on tribal cultural resources as a result of a project. Consultation may include discussing the type of environmental review necessary, the presence and/or significance of tribal cultural resources, the level of significance of a project's impacts on the tribal cultural resources, and available project alternatives and mitigation measures recommended by the tribe to avoid or lessen potential impacts on tribal cultural resources.

The County of San Luis Obispo (the CEQA Lead Agency) provided notification to Native American tribes affiliated with the project area pursuant to AB 52 and did not receive any formal requests for consultation.

Discussion

(a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

(a-i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

As described in Section V, *Cultural Resources*, the project site does not support any known cultural resources. Pursuant to AB 52, tribal consultant opportunity was provided. Referral letters were sent to tribal representatives on May 23, 2022. yak tityu tityu yak tiłhini – Northern Chumash Tribe (YTT) and northern Chumash Tribal Council (NCTC) reached out with general comments / queries on June 6 and May 24 respectively. The County provided clarification on June 14, 2022 to both tribes. No further comments were received since to indicate additional concerns with significant tribal cultural resources. Based on the consultations, impacts would be considered to be *less than significant.*

(a-ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Notification to affiliated tribes per AB 52 concluded that there are no additional disclosed sensitive tribal cultural resources in the project area. However, in the unlikely event resources are uncovered during grading activities, LUO Section 22.10.040 (Archaeological Resources) requires that, in the event archaeological resources are encountered during project construction, construction activities cease, and the County Planning Department be notified of the discovery. If human remains are exposed during construction, construction shall halt around the discovery of human remains, the area shall be protected, and consultation and treatment shall occur as prescribed by State law. The County's Coroner and Sheriff Department shall be notified immediately to comply with State Health and Safety Code Section 7050.5, which states that no further disturbance shall occur until the County Coroner has been notified and can make the necessary findings as to origin and disposition of the remains. If the remains are determined to be Native American, the Coroner will notify the NAHC and the remains will be treated in accordance with Public Resources Code Section 5097.98. Adherence to LUO Section 22.10.040, the State Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, potential impacts to tribal cultural resources would be *less than significant*.

Conclusion

The proposed project would not result in a significant adverse impact related to Tribal Cultural Resources. Therefore, no mitigation is necessary other than standard land use ordinance requiring work to stop in the event of an inadvertent finding

Mitigation

No mitigation is necessary.

Sources

See Exhibit A.

XIX. UTILITIES AND SERVICE SYSTEMS

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
(b)	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
(c)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
(d)	Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
(e)	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Setting

The County Public Works Department provides water and/or sewer services for specific County Service Areas (CSAs) that are managed through issuance of water/sewer "will serve" letters. The Department of Public Works currently maintains CSAs for the communities of Nipomo, Oak Shores, Cayucos, Avila Beach, Shandon, the San Luis Obispo County Club, and Santa Margarita. Other unincorporated areas in the County rely on on-site wells and individual wastewater systems. Regulatory standards and design criteria for onsite wastewater treatment systems are provided by the Water Quality Control Policy for Siting, Design, Operation, and Maintenance of Onsite Wastewater Treatment Systems (California OWTS Policy).

Per the County's Stormwater Program, the Public Works Department is responsible for ensuring that new construction sites implement best management practices during construction, and that site plans incorporate appropriate post-construction stormwater runoff controls. Construction sites that disturb 1.0 acre or more must enroll for coverage under the State Water Resources Control Board's Construction General Permit. Pacific Gas & Electric Company (PG&E) is the primary electricity provider and both PG&E and Southern California Gas Company provide natural gas services for urban and rural communities within the County of San Luis Obispo.

There are three landfills in San Luis Obispo County: Cold Canyon Landfill, located near the City of San Luis Obispo, Chicago Grade Landfill, located near the community of Templeton, and Paso Robles Landfill, located east of the City of Paso Robles. The project's solid waste needs would be served by Cold Canyon Landfill via the San Luis Garbage Company.

The facility is an animal rescue and rehabilitation center for a variety of species and will produce several different streams of wastewater specific to the care and rehabilitation of the animals. Wastewater from animal waste will be managed separately from domestic wastewater. Additionally, the project will separate raccoon cage washdown water. Wastewater will be derived from outdoor rehabilitation pools, animal cage washdown and wash stations, indoor hospital pools, oiled bird washdown, and raccoon cage washdown. Domestic wastewater and raccoon cage washdown water will be conveyed to separate conventional septic systems, with an appropriately sized septic tanks and leach fields. The balance of the waste flow will be land applied to an unlined earthen/grassed basin, in which the wastewater is disposed of via infiltration into the soil and evapotranspiration. Wastewater produced from unusually large peak oiled bird wash events will be conveyed to temporary hold and haul facilities.

Discussion

(a) *Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

The existing property is currently served by an onsite agricultural well. The project proposes to employ up to 15 employees at full build-out which would not require that the facility be on a public water system. The Applicant drilled a new well on the project site to provide fire and potable water supply. The well was built to potable standards and located away from proposed septic leachfields as required by County regulations. A Water Supply and Quality Report prepared by Wallace Group (Wallace Group 2021) evaluated the new well on the project site. The well yielded 100 gallons per minute which far exceeds the water demands of the facility. Water quality results were satisfactory with some coliform and slightly elevated nitrate levels (8.8 milligrams per liter (mg/l) that were still below the maximum contaminant level (mcl) of 30 mg/l. Disinfection of the well is expected to eliminate coliform and produce potable water. The new well replaces the existing well on the property.

Domestic consumption would be include serving the needs of the employees using water for the restroom and breakrooms and average daily consumption is anticipated to be very low. In addition to domestic consumption, the water would serve the needs of wildlife including outdoor rehabilitation pools, indoor hospital pools, washdown water from cage washdown and washdown station, oiled bird washdown, and raccoon cage washdown. Although water consumption numbers have not been calculated, wastewater flow volumes from these processes are anticipated to be approximately 14,820 gallons per day (gpd). Assuming that wastewater volume will be approximately 90 percent of water consumption, average daily water use for wildlife would be

approximately 16,467 gpd. Water would also be used for landscape irrigation. The project would also be required to provide adequate water for onsite fire protection. To accommodate the onsite water needs, the project proposes to install four new 10,000-gallon tanks to provide a total of 40,000 gallons of dedicated fire protection water one 10,000-gallon domestic water tank to provide water for domestic and wildlife care on the southern portion of the site.

The project also proposes the installation of a new domestic septic system, raccoon washdown septic system, and three vegetated earthen basins designed to treat washdown water from all other wildlife facilities. Raccoon cage washdown water will be conveyed to a conventional septic system, with an appropriately sized septic tank and leach field. The balance of the wastewater flow will be land applied to three unlined earthen/grassed basins, in which the wastewater will be disposed of via infiltration into the soil and evapotranspiration. The three basins will allow for one to be in use; one drying out, infiltrating, and/or resting; and one undergoing maintenance such as discing or mowing at all times. The Applicant will pursue a permit through the Regional Water Quality Control Board, based on initial discussions, under the General Waste Discharge Requirements for Discharges to Land with a Low Threat to Water Quality. Wastewater produced from potential unusually large peak oiled bird wash events will be conveyed to temporary hold and haul facilities. Historically this has not occurred at the existing facility. However, accommodations will be made in the system design to do so. The septic leachfields and earthen basins will be separated from each other by distance and berms and placed on the western portion of the site. A percolation and infiltration test prepared by Beacon Geotechnical (Beacon Geotechnical 2020) confirmed that site conditions are suitable for the proposed systems. As design progresses there will be opportunities to reduce the process wastewater volumes by taking advantage of proposed onsite water recycling through filtration and ozonation processes.

Development of the proposed well water system and the septic systems would be confined to the footprint of the proposed development and would not require the construction of new water or wastewater treatment facilities or expansion of existing facilities, further requiring construction of which could cause significant environmental effects. Therefore, impacts would be *less than significant.*

(b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Water to the project would be provided by an onsite well and stored in four 10,000-gallon fire protection water tanks and one 10,000-gallon domestic water tank. The capacity of the tanks was determined based on amount of water needed for fire protection services compared to the amount of well water available. A well test was performed for the project determined that the well is capable of 100 gallons per minute, which is adequate to serve the project and the proposed uses including domestic water consumption, wildlife care, landscape irrigation, and fire protection. Domestic daily consumption is anticipated to be very low and consumption for wildlife care is projected to be approximately 16,467 gpd. No new foreseeable development is anticipated outside of what is currently being proposed. The well draws from the San Luis Valley groundwater sub-basin which is not in overdraft. Based on the current well capacity and relatively low consumption of water, the project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. Therefore, impacts would be *less than significant.*

(c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

As discussed above, the project proposes to install two new septic systems and drainage fields and would not require the use of a wastewater treatment provider outside of periodic maintenance associated with pumping the septic tanks. Because water would be managed onsite, the project would not result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. Therefore*, no impacts* to wastewater treatment providers would occur.

(d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Most of the solid waste associated with project would occur during the initial construction which may include excavated soils, and other construction materials associated with new development. Operationally, the project proposes to care for and treat injured wildlife, which would result in the generation of solid waste. Solid waste generation would include animal waste and cage-lining materials of the housed animals. For the veterinary care component of the project, the largest components of the solid waste stream are paper (especially cardboard, mixed paper, newspapers, and high-grade paper), food waste, and disposable linens (a combination of paper and other materials), plastics (especially film plastic), and glass. Yard trimmings may also be a part of the waste stream. Small amounts of hazardous materials may include oiled waste from washing oiled birds as well as small amounts of other materials (pool chemicals, liquid bleach, compressed oxygen and paint). Based on the operations of the existing Pacific Wildlife Care facility, all volumes of hazardous materials were determined to be below threshold quantities by SLO County Integrated Waste Management.

Solid waste generated from the site would be consistent with other similar light-industrial and commercial facilities. Sanitary services would be provided by South County Sanitary and waste would be disposed of at the Cold Canyon Landfill. The Cold Canyon Landfill currently has a capacity of 1,650 tons per day and an estimated remaining capacity of 13,000,000 cubic yards. Currently, the estimated closure date for this landfill is December 31, 2040 (CalRecycle 2022), and therefore, has adequate permit capacity to serve the project. Based on proposed use and the existing capacity of landfill serving the project, the project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, and would not otherwise impair the attainment of solid waste reduction goals. Therefore, impacts would be *less than significant*.

(e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

As discussed above, solid waste associated with the project would similar to that of other veterinary and animal care uses. The project does not propose any uses or activities that would otherwise result in the generation of solid waste conflict with federal, state, and local management and reduction statutes and regulations related to solid waste. Therefore, impacts would be *less than significant*.

Conclusion

The proposed project would not result in a significant adverse impact related to Utilities and Service System. Therefore, no mitigation is necessary.

Mitigation

No mitigation is necessary.

Sources

See Exhibit A.

XX. WILDFIRE

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:					
(a)	Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
(b)	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
(c)	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
(d)	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Setting

In central California, the fire season usually extends from roughly May through October, however, recent events may indicate that wildfire behavior, frequency, and duration of the fire season are changing in California. Fire Hazard Severity Zones (FHSZ) are defined by the California Department of Forestry and Fire Protection (CALFIRE) based on the presence of fire-prone vegetation, climate, topography, assets at risk (e.g.,

high population centers), and a fire protection agency's ability to provide service to the area (CAL FIRE 2007). FHSZs throughout the County have been designated as "Very High," "High," or "Moderate." In San Luis Obispo County, most of the area that has been designated as a "Very High Fire Hazard Severity Zone" is located in the Santa Lucia Mountains, which extend parallel to the coast along the entire length of San Luis Obispo County, from Monterey County in the north to Santa Barbara County in the south. A lack of designation does not mean the area cannot experience a damaging fire; rather, it indicates that the probability is reduced, generally because the number of days a year that the area has "fire weather" is less than in moderate, high or very high fire severity zones. The project is located within a Local Responsibility Area on land that is not designated as a Fire Hazard Severity Zone. The a=land immediately south (south of Buckley Road is designated as a State Responsibility Area and a Moderate Fire Hazard Severity Zone.

The County Emergency Operations Plan (EOP) addresses several overall policy and coordination functions related to emergency management. The EOP includes the following components:

- Identifies the departments and agencies designated to perform response and recovery activities and specifies tasks they must accomplish;
- Outlines the integration of assistance that is available to local jurisdictions during disaster situations that generate emergency response and recovery needs beyond what the local jurisdiction can satisfy;
- Specifies the direction, control, and communications procedures and systems that will be relied upon to alert, notify, recall, and dispatch emergency response personnel, alert the public, protect residents and property, and request aid/support from other jurisdictions and/or the federal government;
- Identifies key continuity of government operations; and
- Describes the overall logistical support process for planned operations.

Topography influences wildland fire to such an extent that slope conditions can often become a critical wildland fire factor. Conditions such as speed and direction of dominant wind patterns, the length and steepness of slopes, direction of exposure, and/or overall ruggedness of terrain influence the potential intensity and behavior of wildland fires and/or the rates at which they may spread.

The County of San Luis Obispo Safety Element establishes goals, policies, and programs to reduce the threat to life, structures, and the environment caused by fire. Policy S-13 identifies that new development should be carefully located, with special attention given to fuel management in higher fire risk areas, and that new development in fire hazard areas should be configured to minimize the potential for added danger. Implementation strategies for this policy include identifying high risk areas, the development and implementation of mitigation efforts to reduce the threat of fire, requiring fire resistant material to be used for building construction in fire hazard areas, and encouraging applicants applying for subdivisions in fire hazard areas to cluster development to allow for a wildfire protection zone.

The California Fire Code provides minimum standards for many aspects of fire prevention and suppression activities. These standards include provisions for emergency vehicle access, water supply, fire protection systems, and the use of fire resistant building materials.

The County has prepared an Emergency Operations Plan (EOP) to outline the emergency measures that are essential for protecting the public health and safety. These measures include, but are not limited to, public alert and notifications, emergency public information and protective actions. The EOP also addresses policy and coordination related to emergency management.

Discussion

(a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

The project is located off of Buckley Road and Esperanza Lane and is accessed from Buckley Road. In addition to the development of the wildlife care facility, the project would also be required to make road improvements along Buckley Road. During short-term construction activities including the associated roadway improvements, partial road closures may be required along Buckley Road; however, individual access to properties neighboring the new facility will be maintained during all construction activities. Additionally, in the event of partial lane closures, sufficient alternative routes exist near the project site and the project would not interfere or result in inadequate emergency access. Therefore, the project would not substantially impair an adopted emergency response plan or emergency evacuation plan and impacts would be *less than significant.*

(b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

The project and proposed facilities would be developed on a relatively flat parcel containing agricultural row crops. The project is primarily surrounded by agricultural development. County Fire/CAL FIRE San Luis Obispo County Fire Station 21 located approximately 1.35 miles east of the project site at San Luis Obispo County Regional airport. The project is not located near a slope or in an area subject to prevailing winds or other factors that would otherwise significantly exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Therefore, impacts would be *less than significant.*

(c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

The proposed project would be required to make additional roadway improvements in the right-of-way along Buckley Road; however, these improvements are not necessary for the maintenance of the associated infrastructure and would not exacerbate fire risk or would result in temporary or ongoing impacts to the environment. The project would not require vegetation management, the construction of fuel breaks, emergency access roads, or other infrastructure that may adversely affect the environmental Therefore, *no impacts* would occur.

(d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The project would be located on a relatively flat, undeveloped parcel containing agricultural row crops and would be surrounded by primarily agricultural development. The project would not be sited in location that would expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore*, no impacts* would occur.

Conclusion

The project is located within a Local Responsibility Area on land without a Fire Hazard Severity Zone designation. The proposed project and associated activities would not result in a significant adverse impact related to Wildfire. Therefore, no mitigation is necessary.

Mitigation

No mitigation is necessary.

Sources

See Exhibit A.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Does the project have the potential to substantially 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, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
(b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
(c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

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Discussion

(a) *Does the project have the potential to substantially 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, substantially 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?*

The proposed project would not substantially degrade or threaten the quality of the environment, habitat, or populations of any fish or wildlife species, or important examples of California history or prehistory. Potential adverse effects to the environment associated with the project primarily include the potential to impact migratory birds and raptors. Potential impacts to air quality, paleontological resources, and transportation were also evaluated. Mitigation measures have been proposed to prevent or reduce all potential impacts to less than significant; therefore, potential impacts would be *less than significant with mitigation*. Refer to Section 3. Air Quality, Section 4. Biological Resources; and Section 12. Transportation, for additional information.

(b) *Does the project 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)?*

When project impacts are considered along with, or in combination with other impacts, the project-related impacts may be significant. Potential cumulative impacts of the proposed project have been analyzed within the discussion of each environmental resource area above. As identified above, the project has the potential to result in potentially significant cumulative impacts related to Air Quality, Biology, and Transportation. Air Quality mitigation is included that would reduce cumulative impacts resulting from PM_{10}, DPM, ROG, and NO_x emissions to less than significant. The project would be subject to the SR-227 Road Impact Fee program and the City's TIFF program, and the final road impact fees would be assessed by the County and City based on the type of improvements being proposed. With implementation of Mitigation Measures AIR-1 through AIR-2, BIO-1 through BIO-3, and TR-1 through TR-2, cumulative impacts would be *less than significant with mitigation*.

(c) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

Environmental effects of the project would not directly or indirectly result in any substantial adverse effects on human beings; this impact would be *less than significant*.

Conclusion

Based on implementation of mitigation measures identified in each of the sections above, all potential impacts associated with the construction and operation of the proposed project would be mitigated to less than significant levels.

Mitigation

See Exhibit B.

Sources

See Exhibit A.

Exhibit A - Initial Study References and Agency Contacts

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

Contacted	Agency	Response
☒	County Public Works Department	**In File****
☒	County Environmental Health Services	**In File****
☐	County Agricultural Commissioner's Office	**Not Applicable**
☐	County Airport Manager	**Not Applicable**
☒	Airport Land Use Commission	**Not Applicable**
☐	Air Pollution Control District	**Not Applicable**
☐	County Sheriff's Department	**Not Applicable**
☐	Regional Water Quality Control Board	**Not Applicable**
☐	CA Coastal Commission	**Not Applicable**
☐	CA Department of Fish and Wildlife	**Not Applicable**
☐	CA Department of Forestry (Cal Fire)	**Not Applicable**
☒	CA Department of Transportation	**In File****
☐	Community Services District	**Not Applicable**
☒	Other County Building Division	**In File****
☐	Other County Parks	**In File****

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

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

☒ Project File for the Subject Application

County Documents

☐ Coastal Plan Policies
☒ Framework for Planning (Coastal/Inland)
☒ General Plan (Inland/Coastal), includes all maps/elements; more pertinent elements:
- ☒ Agriculture Element
- ☒ Conservation & Open Space Element
- ☐ Economic Element
- ☐ Housing Element
- ☒ Noise Element
- ☒ Parks & Recreation Element/Project List
- ☒ Safety Element

☒ Land Use Ordinance (Inland/Coastal)
☒ Building and Construction Ordinance
☒ Public Facilities Fee Ordinance
☐ Real Property Division Ordinance
☐ Affordable Housing Fund
☒ Airport Land Use Plan
☒ Energy Wise Plan
☒ South County Area Plan/South County sub area and South County Coastal Area Plan
☐ Design Plan
☐ Specific Plan
☐ Annual Resource Summary Report
☐ Circulation Study

Other Documents

☒ Clean Air Plan/APCD Handbook
☐ Regional Transportation Plan
☒ Uniform Fire Code
☒ Water Quality Control Plan (Central Coast Basin – Region 3)
☒ Archaeological Resources Map
☒ Area of Critical Concerns Map
☒ Special Biological Importance Map
☒ CA Natural Species Diversity Database
☒ Fire Hazard Severity Map
☒ Flood Hazard Maps
☒ Natural Resources Conservation Service Soil Survey for SLO County
☒ GIS mapping layers (e.g., habitat, streams, contours, etc.)
☐ Other

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

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Exhibit B - Mitigation Summary

The applicant has agreed to incorporate the following measures into the project. These measures become a part of the project description and therefore become a part of the record of action upon which the environmental determination is based. All development activity must occur in strict compliance with the following mitigation measures. These measures shall be perpetual and run with the land. These measures are binding on all successors in interest of the subject property.

AQ-1 **Upon application for construction and/or encroachment permits**, all required PM_{10} measures shall be shown on applicable grading or construction plans and made applicable during grading and construction activities, as described below.

a. Reduce the amount of the disturbed area where possible;

b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the San Luis Obispo County Air Pollution Control District's limit of 20% opacity for greater than 3 minutes in any 60-minute period shall be implemented. Increased watering frequency shall be required whenever wind speeds exceed 15 miles per hour. Reclaimed (non-potable) water shall be used whenever possible;

c. All dirt stock pile areas shall be sprayed daily or covered with tarps or other dust barriers, as needed;

d. Permanent dust control measures identified in the approved project revegetation and landscape plans shall be implemented 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 1 month after initial grading shall be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established;

f. All disturbed soil areas not subject to revegetation shall be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the San Luis Obispo County Air Pollution Control District;

g. All roadways, driveways, sidewalks, etc. to be paved shall be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;

h. Vehicle speed for all construction vehicles shall not exceed 15 miles per hour on any unpaved surface at the construction site;

i. All trucks hauling dirt, sand, soil, or other loose materials shall be covered or shall maintain at least 2 feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with California Vehicle Code Section 23114;

j. Installation of wheel washers or other devices to control tracking of mud and dirt onto adjacent roadways where vehicles enter and exit unpaved roads onto streets

shall be implemented, or trucks and equipment shall be washed prior to leaving the site;

k. Streets shall be swept at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water shall be used where feasible. Roads shall be pre-wetted prior to sweeping when feasible;

l. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below the San Luis Obispo County Air Pollution Control District's limit of 20% opacity for greater than 3 minutes in any 60-minute period, and to prevent transport of dust off-site. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the San Luis Obispo County Air Pollution Control District Engineering & Compliance Division prior to the start of any grading, earthwork, or demolition.

AQ-2 **Prior to issuance of construction permits**, the following measures shall be incorporated into the construction phase of the project and shown on all applicable plans:

Construction Equipment

a. Maintain all construction equipment in proper tune according to manufacturer's specifications;

b. Fuel all off-road and portable diesel-powered equipment with California Air Resources Board-certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);

c. Use diesel construction equipment meeting the California Air Resources Board's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State Off-Road Regulation;

d. Use on-road heavy-duty trucks that meet the California Air Resources Board's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation;

e. Construction or trucking companies with fleets that that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g., captive or oxides of nitrogen exempt area fleets) may be eligible by proving alternative compliance;

f. All on- and off-road diesel equipment shall not idle for more than 5 minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the 5-minute idling limit;

g. Diesel idling shall be avoided to the greatest extent feasible throughout the duration of construction activities. No idling in excess of 5 minutes shall be permitted as described above;

h. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors whenever possible;

i. Electrify equipment when feasible;

j. Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and,

k. Use alternatively fueled construction equipment on-site where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane, or biodiesel.

BIO-1 If ground or vegetation disturbing activities commence between February 1 and September 15, preconstruction nesting bird surveys shall be conducted within one week (7 days) of starting work. **Prior to issuance of construction permits,** the applicant shall demonstrate to the County Department of Planning and Building that a qualified biologist has been retained to conduct nesting bird surveys. **Within one week prior to any site preparation, ground-disturbance, and related construction activities**, a qualified biologist shall conduct a nesting bird survey and verify that migratory birds are not nesting in the site.

Surveys shall cover the entire work area plus a 100-foot buffer for non-raptor, common bird species (refer to BIO-2 below for raptor surveys). If surveys do not locate nesting birds, construction activities may commence. If an active bird nest (a nest with eggs or young) is located, a protective buffer shall be established by a qualified biologist. The buffer shall consist of a 50-foot radius, no work area around the nest until the chicks have fledged and are no longer dependent on the nest. The qualified biologist may increase or decrease the buffer on a case-by-case basis in consultation with the County, if the species, location, topography, or work scope support the determination. A preconstruction survey report shall be submitted to the County **immediately upon completion of the survey, and prior to start of work**. The report shall detail appropriate fencing or flagging of buffer zones if applicable. A map of the project site and nest locations shall be included with the report. If nesting activity is detected, the project shall be modified via the use of protective buffers, delaying construction activities, and other methods designated by the qualified biologist to avoid direct take of identified nests, eggs, and/or young protected under the MBTA and/or California Fish and Game Code.

The qualified biologist shall document any active nests and submit a letter report to the County Department of Planning and Building documenting compliance with this measure, **within 30-days of survey completion.**

BIO-2 If ground or vegetation disturbing activities commence between February 1 and September 15, preconstruction nesting raptor surveys shall be conducted **within one week (7 days) of starting work**. Raptor surveys shall be conducted on the project site and shall include a 500-foot survey buffer. Active raptor nests shall be protected by a 300-foot buffer. If work is proposed within the buffer, a qualified biologist shall prepare a nest monitoring plan to be approved by the County **prior to start of work**.

BIO-3 Occupied nests of special status bird species that are within 100 feet of project work areas shall be monitored **at least every two weeks** through the nesting season to document nest success and check for project compliance with buffer zones. Once nests are deemed inactive

and/or chicks have fledged and are no longer dependent on the nest, work may commence in these areas.

The qualified biologist shall document any active nests and submit a letter report to the County Department of Planning and Building documenting compliance with this measure, **within 30-days of survey completion.**

TR-1 **At the time of application for construction for Phase 1**, the applicant shall submit project plans by a Registered Civil Engineer that show the following improvements:

a. The project driveway shall comply with County's Standard Drawing No. A-5a (Stopping Sight Distance) and A-5b (Sight Distance Clear Zones).

b. The project driveway improvements on Buckley Road shall be constructed according to County Standard Drawing No. B-1e (Rural Driveway), including deceleration and acceleration tapers.

c. The project frontage improvements on Buckley Road shall be constructed according to County Standard Drawing No. A-1e (Rural Road Section > 6,000 Future ADT).

d. The project shall install "T" intersection ahead signs (W2-4) on Buckley Road west of the project site and east of Esperanza Lane.

e. Provide Class II bike lane improvements along the Buckley Road project frontage as required by the County (to be striped within the shoulder).

TR-2 The Applicant shall coordinate with the City and ensure its frontage improvements conform to the Buckley Road widening planned as part of the Avila Ranch development, including Class II Bikeway improvements to be striped within the shoulder.

TR-3 The Applicant shall pay the applicable County SR 227 Traffic Mitigation Fee and City of San Luis Obispo's TIFF.

July 7, 2022

DEVELOPER'S STATEMENT
DRC2021-00020 (ED22-099)
PACIFIC WILDLIFE CENTER

The applicant agrees to incorporate the following measures into the project. These measures become a part of the project description and therefore become a part of the record of action upon which the environmental determination is based. All development activity must occur in strict compliance with the following mitigation measures. These measures shall be perpetual and run with the land. These measures are binding on all successors in interest of the subject property. The following mitigation measures address impacts that may occur as a result of the development of the project.

Note: The items contained in the boxes labeled "Monitoring" describe the County procedures to be used to ensure compliance with the mitigation measures.

AIR QUALITY

AQ-1 **Upon application for construction and/or encroachment permits**, all required PM_{10} measures shall be shown on applicable grading or construction plans and made applicable during grading and construction activities, as described below.

a. Reduce the amount of the disturbed area where possible;

a. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the San Luis Obispo County Air Pollution Control District's limit of 20% opacity for greater than 3 minutes in any 60-minute period shall be implemented. Increased watering frequency shall be required whenever wind speeds exceed 15 miles per hour. Reclaimed (non-potable) water shall be used whenever possible;

b. All dirt stock pile areas shall be sprayed daily or covered with tarps or other dust barriers, as needed;

c. Permanent dust control measures identified in the approved project revegetation and landscape plans shall be implemented as soon as possible following completion of any soil-disturbing activities;

d. Exposed ground areas that are planned to be reworked at dates greater than 1 month after initial grading shall be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established;

e. All disturbed soil areas not subject to revegetation shall be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the San Luis Obispo County Air Pollution Control District;

f. All roadways, driveways, sidewalks, etc. to be paved shall be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used;

g. Vehicle speed for all construction vehicles shall not exceed 15 miles per hour on any unpaved surface at the construction site;

h. All trucks hauling dirt, sand, soil, or other loose materials shall be covered or shall maintain at least 2 feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with California Vehicle Code Section 23114;

i. Installation of wheel washers or other devices to control tracking of mud and dirt onto adjacent roadways where vehicles enter and exit unpaved roads onto streets shall be implemented, or trucks and equipment shall be washed prior to leaving the site;

j. Streets shall be swept at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water shall be used where feasible. Roads shall be pre-wetted prior to sweeping when feasible;

k. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below the San Luis Obispo County Air Pollution Control District's limit of 20% opacity for greater than 3 minutes in any 60-minute period, and to prevent transport of dust off-site. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the San Luis Obispo County Air Pollution Control District Engineering & Compliance Division prior to the start of any grading, earthwork, or demolition.

AQ-2 **Prior to issuance of construction permits**, the following measures shall be incorporated into the construction phase of the project and shown on all applicable plans:

<u>Construction Equipment</u>

a. Maintain all construction equipment in proper tune according to manufacturer's specifications;

b. Fuel all off-road and portable diesel-powered equipment with California Air Resources Board-certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);

c. Use diesel construction equipment meeting the California Air Resources Board's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State Off-Road Regulation;

d. Use on-road heavy-duty trucks that meet the California Air Resources Board's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation;

e. Construction or trucking companies with fleets that that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g., captive or oxides of nitrogen exempt area fleets) may be eligible by proving alternative compliance;

f. All on- and off-road diesel equipment shall not idle for more than 5 minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the 5-minute idling limit;

g. Diesel idling shall be avoided to the greatest extent feasible throughout the duration of construction activities. No idling in excess of 5 minutes shall be permitted as described above;

h. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors whenever possible;

i. Electrify equipment when feasible;

j. Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and,

k. Use alternatively fueled construction equipment on-site where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane, or biodiesel.

Monitoring: Required at the time of application for construction permits. Compliance will be verified by the Air Pollution Control District and County Department of Planning and Building.

BIOLOGICAL RESOURCES

BIO-1 If ground or vegetation disturbing activities commence between February 1 and September 15, preconstruction nesting bird surveys shall be conducted within one week (7 days) of starting work. **Prior to issuance of construction permits,** the applicant shall demonstrate to the County Department of Planning and Building that a qualified biologist has been retained to conduct nesting bird surveys. **Within one week prior to any site preparation, ground-disturbance, and related construction activities**, a qualified biologist shall conduct a nesting bird survey and verify that migratory birds are not nesting in the site.

Surveys shall cover the entire work area plus a 100-foot buffer for non-raptor, common bird species (refer to BIO-2 below for raptor surveys). If surveys do not locate nesting birds, construction activities may commence. If an active bird nest (a nest with eggs or young) is located, a protective buffer shall be established by a qualified biologist. The buffer shall consist of a 50-foot radius, no work area around the nest until the chicks have fledged and are no longer dependent on the nest. The qualified biologist may increase or decrease the buffer on a case-by-case basis in consultation with the County, if the species, location, topography, or work scope support the determination. A preconstruction survey report shall be submitted to the County **immediately upon completion of the survey, and prior to start of work**. The report shall detail appropriate fencing or flagging of buffer zones if applicable. A map of the project site and nest locations shall be included with the report. If nesting activity is detected, the project shall be modified via the use of protective buffers, delaying construction activities, and other methods designated by the qualified biologist to avoid direct take of identified nests, eggs, and/or young protected under the MBTA and/or California Fish and Game Code.

The qualified biologist shall document any active nests and submit a letter report to the County Department of Planning and Building documenting compliance with this measure, **within 30-days of survey completion.**

BIO-2 If ground or vegetation disturbing activities commence between February 1 and September 15, preconstruction nesting raptor surveys shall be conducted **within one week (7 days) of starting work**. Raptor surveys shall be conducted on the project site and shall include a 500-foot survey buffer. Active raptor nests shall be protected by a 300-foot buffer. If work is proposed within the buffer, a qualified biologist shall prepare a nest monitoring plan to be approved by the County **prior to start of work**.

BIO-3 Occupied nests of special status bird species that are within 100 feet of project work areas shall be monitored **at least every two weeks** through the nesting season to document nest success and check for project compliance with buffer zones. Once nests are deemed inactive and/or chicks

have fledged and are no longer dependent on the nest, work may commence in these areas.

The qualified biologist shall document any active nests and submit a letter report to the County Department of Planning and Building documenting compliance with this measure, **within 30-days of survey completion.**

Monitoring: Required during grading and construction activities. Compliance will be verified by the County Department of Planning and Building.

TRANSPORTATION

TR-1 **At the time of application for construction for Phase 1**, the applicant shall submit project plans by a Registered Civil Engineer that show the following improvements:

a. The project driveway shall comply with County's Standard Drawing No. A-5a (Stopping Sight Distance) and A-5b (Sight Distance Clear Zones).

a. The project driveway improvements on Buckley Road shall be constructed according to County Standard Drawing No. B-1e (Rural Driveway), including deceleration and acceleration tapers.

b. The project frontage improvements on Buckley Road shall be constructed according to County Standard Drawing No. A-1e (Rural Road Section > 6,000 Future ADT).

c. The project shall install "T" intersection ahead signs (W2-4) on Buckley Road west of the project site and east of Esperanza Lane.

d. Provide Class II bike lane improvements along the Buckley Road project frontage as required by the County (to be striped within the shoulder).

TR-2 The Applicant shall coordinate with the City and ensure its frontage improvements conform to the Buckley Road widening planned as part of the Avila Ranch development, including Class II Bikeway improvements to be striped within the shoulder.

TR-3 The Applicant shall pay the applicable County SR 227 Traffic Mitigation Fee and City of San Luis Obispo's TIFF

Monitoring: Compliance will be verified by the County Department of Public Works, in consultation with the City of San Luis Obispo and County Department of Planning and Building.

The applicant understands that any changes made to the project description subsequent to this environmental determination must be reviewed by the Environmental Coordinator and may require a new environmental determination for the project. By signing this agreement, the owner(s) agrees to and accepts the incorporation of the above measures into the proposed project description.

_____ _____

Signature of Owner(s) Date

_____

_____

Name (Print)