



INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

For EID 0547-2021

1. Project Title:

Michaels Residence (ARCH-0040-2021)

2. Lead Agency Name and Address:

City of San Luis Obispo
919 Palm Street
San Luis Obispo, CA 93401

3. Contact Person and Phone Number:

Walter Oetzell, Assistant Planner
(805) 781-7593

4. Project Location:

841 Patricia Drive (APN 052-520-063), San Luis Obispo, California

5. Project Sponsor's Name and Address:

Eric and Julie Michaels
c/o Oasis Associates
3427 Miguelito Ct
San Luis Obispo CA 93401
Attn: Carol Florence

6. General Plan Designations:

Low Density Residential

7. Zoning:

Low Density Residential with Planned Development Overlay (R-1-PD)

8. Description of the Project:

The proposed Michaels Residence project (project) includes construction of a new 4,941-square-foot (sf) two-story single-family residence and an 825-sf accessory dwelling unit (ADU) on a 1.41-acre parcel. The proposed project site is a flag lot that was created as part of a subdivision approved by the City in 1985 (Tract 1182). The lot is in the northwestern portion of the city of San Luis Obispo at Assessor's Parcel Number (APN) 052-520-063. The proposed project would be accessed from Patricia Drive by a private, gated driveway. The project site is surrounded by low-density residential development associated with the Tract 1182 subdivision. Bishop Peak and Felsman Loop trailhead are located to the west. Figure 1 below shows the project location.

In addition to the residence and the ADU, the proposed project includes a three-car garage, a 128-sf storage shed, and a small access bridge over Twin Ridge Creek, a portion of which traverses the site. The bridge access would be a maximum of 12 feet wide and is envisioned to accommodate small vehicles (e.g., electric cart) to allow access

to the ADU. Proposed site amenities include an infinity pool, an outdoor kitchen, outdoor decking, a gym/spa, and outdoor shade structures. Figures 2 through 4 show, respectively, a site plan map, a conceptual design plan of the residence, and a conceptual design plan of the ADU (RRM Design Group 2021).

New development would be in a contemporary craftsman architectural style, which includes a covered front porch, exposed rafter tails, overhanging eaves, and shingle roofs and siding. Other design features include concrete steps, stone paving, grass paving, and a stone-clad wall. The project would include landscaping surrounding and throughout the proposed development, including a variety of trees and shrubs and a natural lawn.

The property has a General Plan land use designation of Low Density Residential. Consistent with this General Plan land use designation, the property is zoned as Low Density Residential within a Planned Development Overlay zone (R-1-PD). The Planned Development Overlay was established as part of the area’s annexation into the City in 1978 (Ferrini Annexation Prezone, file PD 0632) and was further defined with the subdivision of Tract 1182 in 1985. The Planned Development Overlay provides for deviations from development standards of Municipal Code Title 17, where determined necessary and justifiable to accommodate the development of a project (17.48.030.D).

The new single-family residential unit and the ADU combined would cover 11% of the existing 61,419-sf (1.41-acre) lot. The proposed project includes a floor area ratio (FAR) of 0.10 (6,320 sf/61,419 sf). The primary residence would be 25 feet in height and the detached ADU would be 16 feet in height. The project, as proposed, would provide a minimum setback of 5 feet from the interior side yards, 15 feet from the rear property line, and 20-feet from a line representing the edge of riparian vegetation associated with the creek.¹ Table 1 shows major elements of the development program for the proposed project and how they compare to the applicable requirements.

Table 1. Project Development Program

Site Details	Proposed	Allowed/Required
Maximum Residential Density	1 residential single-family unit (density is not applicable to ADU)	7 units per acre
Maximum FAR	0.10	0.40
Minimum Setbacks		
Interior Side: Primary Residence	5 feet	5 feet
Rear: ADU	15 feet	4 feet ²
Creek Setback	20 feet	20 feet
Maximum Height: Primary Residence	25 feet	25 feet
Maximum Height: ADU	16 feet	16 feet
Maximum Lot Coverage	11%	40%
Minimum Lot Area	61,419 square feet	6,000 square feet

The size of the proposed ADU would be consistent with the City’s Municipal Code Section 17.86.020, which requires that detached ADUs do not exceed 850 square feet for a one-bedroom unit.

The project includes a proposed Creek Setback Exception to allow an exception to the creek setback requirement for the placement of the bridge and associated footings and supports within this setback area, and for any encroachment of associated paving and vehicle parking area into the required Creek Setback area. The requested exception would thus allow the use of the eastern portion of the site for the ADU residential unit and associated improvements. Without the bridge crossing, this eastern portion of the site would not be accessible. In order to

¹ The City Biologist established the location and course of the edge of riparian vegetation associated with the creek based on conditions observed during a site visit conducted in November 2020 and verified this as the edge of riparian vegetation during a subsequent site visit conducted June 30, 2022. This line is depicted and labeled in plans as “Edge of Riparian Vegetation” (Sheet A2) and “Surveyed Vegetation Line” (Sheet AS-1).

² Municipal Code 17.86.020 (B) (5) (a).

approve the requested creek setback exception, the City must make the required findings described in Zoning Regulations § 17.70.030 (G)(4)(c).

The project site is characterized by relatively flat topography in an area of prior disturbance at the western portion of the property and is mostly undeveloped except for a gated driveway and shed structure, which is estimated to have been placed or constructed on the site in 2016. A portion of Twin Ridge Creek runs north to south through the eastern portion of the site, and the property slopes down from either side of the creek toward a shallow creek channel. The creek begins at a culvert that is located in the northern portion of the project site; the culvert conveys runoff from Bishop Peak. It supports riparian vegetation including arroyo willow thicket, coast live oak, big leaf maple, and planted sycamore. The riparian corridor associated with Twin Ridge Creek is considered a wildlife corridor in the *City of San Luis Obispo General Plan Conservation and Open Space Element (COSE)*. Other habitats on-site include annual grassland, semi-annual brome grassland, non-native annual grasses, broadleaf plant species, and a few native forbs and wildflowers.

The project site is located within the Upper San Luis Obispo Creek watershed. The project is in Watershed Management Zone 1 (WMZ1) per the Regional Water Quality Control Board (RWQCB) *Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region*. As such, it would be required to meet Performance Requirements 1 through 4 of the Central Coast Regional Water Quality Control Board (RWQCB) Post-Construction Stormwater Requirements for development projects. Proposed stormwater reduction measures include retaining natural pervious surfaces, implementing grass lawns and landscaping, and using pervious pavers where feasible.

Water service for the proposed project would be provided by the City's Utilities Department and the project would require an additional water demand of approximately 0.8 acre-feet per year (af/yr), with 0.491 acre of that estimate being landscaping. The project would be served by the City's sewer system and would generate approximately 255 gallons of wastewater per day. The project would be served by San Luis Garbage Company for solid waste pick-up and disposal. Electricity for the project would be provided by Central Coast Community Energy (3CE). The project site includes existing utility infrastructure from the Tract 1182 subdivision within existing driveway easement and along Patricia Drive including sewer lines, water lines, and electricity lines. The project would include the installment of expanded infrastructure to connect new development to existing City facilities. Utilities serving the ADU would need to cross the on-site portion of Twin Ridge Creek. The project's development plans include two potential approaches for the necessary extension of utilities to the ADU: 1) trenching/undergrounding the utilities below the creek, or 2) including the utilities in the bridge span, either handing from the bridge or within the bridge decking/enclosure. Because both possibilities are shown on the project plans, this environmental assessment assumes that the project proposal could include the trenching/undergrounding of the utilities below the creek as this approach would be the most environmentally impactful.

Project construction would require approximately 1,932 cubic yards (cy) of cut and 650 cy of fill, for a total of 2,582 cy total cut/fill. Construction is anticipated to last approximately 24 months. Construction would result in approximately 35,000 square feet (0.8 acre) of ground disturbance and would replace approximately 12,540 square feet of pervious surface area.

9. Project Entitlements:

Architectural Review (Minor Development Review)
Creek Setback Exception

10. Surrounding Land Uses and Settings:

- **North:** single-family residential development
- **South:** single-family residential development
- **East:** single-family residential development
- **West:** single-family development between Patricia Drive and the portion of the site proposed for development; to the west of Patricia Drive, Bishop Peak and Felsman Loop trailhead

- 11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code Section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

Native American Tribes were notified on August 17, 2021, about the project consistent with City and State of California regulations, including, but not limited to, Assembly Bill 52. As of November 23, 2021, responses have been received from three tribes: the Northern Chumash Tribe, the Northern Chumash Tribal Council, and the Salinan Tribe.

- 12. Other public agencies whose approval is required:**

San Luis Obispo County Air Pollution Control District
Regional Water Quality Control Board (Central Coast)
California Department of Fish and Wildlife

Figure 1. Project location map.



Figure 2. Site plan map.

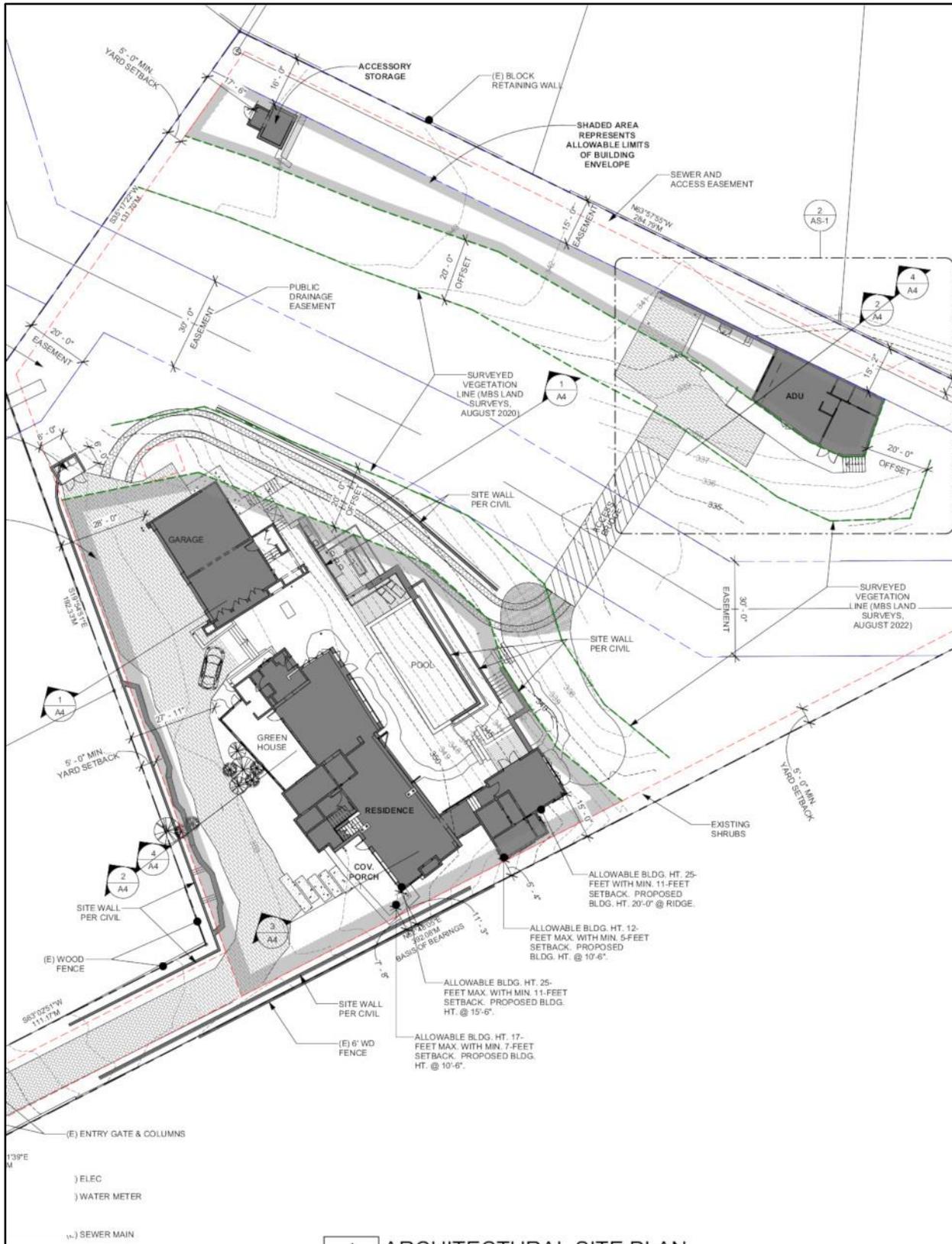


Figure 4. Conceptual design plan – ADU.



Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Greenhouse Gas Emissions	<input type="checkbox"/>	Public Services
<input type="checkbox"/>	Agriculture and Forestry Resources	<input checked="" type="checkbox"/>	Hazards and Hazardous Materials	<input type="checkbox"/>	Recreation
<input checked="" type="checkbox"/>	Air Quality	<input checked="" type="checkbox"/>	Hydrology and Water Quality	<input type="checkbox"/>	Transportation
<input checked="" type="checkbox"/>	Biological Resources	<input checked="" type="checkbox"/>	Land Use and Planning	<input checked="" type="checkbox"/>	Tribal Cultural Resources
<input checked="" type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Mineral Resources	<input checked="" type="checkbox"/>	Utilities and Service Systems
<input type="checkbox"/>	Energy	<input checked="" type="checkbox"/>	Noise	<input type="checkbox"/>	Wildfire
<input type="checkbox"/>	Geology and Soils	<input type="checkbox"/>	Population and Housing	<input checked="" type="checkbox"/>	Mandatory Findings of Significance

FISH AND WILDLIFE FEES

<input type="checkbox"/>	The Department of Fish and Wildlife has reviewed the CEQA document and written no effect determination request and has determined that the project will not have a potential effect on fish, wildlife, or habitat (see attached determination).
<input checked="" type="checkbox"/>	The project has potential to impact fish and wildlife resources and shall be subject to the payment of Fish and Game fees pursuant to Section 711.4 of the California Fish and Game Code. This initial study has been circulated to the California Department of Fish and Wildlife for review and comment.

STATE CLEARINGHOUSE

<input checked="" type="checkbox"/>	This environmental document must be submitted to the State Clearinghouse for review by one or more State agencies (e.g., Cal Trans, California Department of Fish and Wildlife, Department of Housing and Community Development). The public review period shall not be less than 30 days (CEQA Guidelines 15073(a)).
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DETERMINATION (To be completed by the Lead Agency):

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	<input type="checkbox"/>
I find that 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.	<input checked="" type="checkbox"/>
I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	<input type="checkbox"/>
I find that the proposed project MAY have a “potentially significant” impact(s) or “potentially significant unless mitigated” impact(s) 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	<input type="checkbox"/>
I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (1) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (2) 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.	<input type="checkbox"/>



July 15, 2022

Signature

Date

Brian Leveille, Senior Planner

Printed Name

For: Michael Codron

Community Development Director

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less Than Significant with Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section 19, “Earlier Analysis,” as described in (5) below, may be cross-referenced).
5. Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (Section 15063 (c) (3) (D)). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they addressed site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance

1. AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	1, 2, 3	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, open space, and historic buildings within a local or state scenic highway?	2, 4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	1, 2, 3, 4, 5	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	1, 5	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Evaluation

The proposed project site is a mostly undeveloped flag lot from a previous subdivision (Tract 1182) located in the northwestern portion of the city of San Luis Obispo. The site is surrounded by existing single-family residential homes associated with the previous Tract 1182 subdivision. The site is accessed from a private, gated driveway off Patricia Drive. Existing development on the project site is limited to a storage shed and gated driveway. Natural features of the site include a creek and associated riparian corridor that bisects the project site, non-native annual grassland, and gently sloping topography.

The topography of the city is generally defined by several low hills and ridges, such as Righetti Hill, Bishop Peak, and Cerro San Luis. These are three of the nine peaks known as the Morros and provide scenic focal points for much of the city. In the project vicinity, intermittent views of nearby natural landmarks are available, including views of Cerro San Luis and Bishop Peak. The project area and surrounding areas are characterized by relatively flat to slightly sloping topography. Elevation at the project site is approximately 340 to 350 feet above mean sea level.

Based on the COSE map of scenic roadways and vistas, the project site is not located near a designated scenic roadway or vista. The project site is in the Low Density Residential land use designation. The site is also within a Low Density Residential zone with a PD Overlay (R-1-PD). The PD Overlay provides for deviations from development standards of Municipal Code Title 17 as determined necessary and justifiable to accommodate the development of a project (17.48.030.D). The project's consistency with the applicable development standards is evaluated in Table 1 in the Project Description.

a) A scenic vista is generally defined as a high-quality view displaying good aesthetic and compositional values that can be seen from public viewpoints. Based on the City's COSE, the project site is not located within or within close proximity to a designated scenic vista. Development of a single-family residence and ADU on the project site would therefore not change existing views within a designated scenic vista. In addition, due to the site's topography and natural vegetation, as well as existing development in the project area, implementation of the project would not result in development that would significantly change or impede any scenic views of Bishop Peak, located directly west of the project site. The project would comply with the City's zoning standards, including maximum height requirements, and would be consistent with the height and level of surrounding development in the area.

In addition, the project site is not located near any scenic roadways designated by the City's COSE. The nearest designated roadway with high scenic value is the portion of State Route (SR) 1 within the city, approximately 0.75 mile southeast of the project site, and the nearest designated roadway with moderate scenic value is Foothill Boulevard, located 0.7 mile south of the project site. The project site is not visible from SR 1 or Foothill Boulevard

due to distance and intervening residential and commercial development. Therefore, the project would not be visible to travelers along those routes. The project would not block or result in significant adverse change in a scenic vista; therefore, potential impacts would be *less than significant*.

- b) The project site is located approximately 1.7 miles northwest of U.S. Highway 101 (US 101) and 0.75 mile northwest of the portion of SR 1 that is within the city and 0.35 mile west of the portion of SR 1 outside of the City's limits. Based on the California Department of Transportation (Caltrans) California Scenic Highways online mapping tool, the section of US 101 and SR 1 within the city are eligible for State of California (State) scenic highway designation but is not officially designated and the portion of SR 1 outside of the City's limits is an officially designated State scenic highway. The City's COSE also identifies Foothill Boulevard, located approximately 0.7 mile south of the project site, as a roadway with moderate scenic value. The project site would not be visible to viewers traveling along US 101, SR 1, or Foothill Boulevard due to the distance from the project site and intervening commercial and residential development. Further, there are no scenic resources in the project area that would be damaged because of the proposed project. Therefore, the project would not substantially damage any of these resources and there would be *no impact*.
- c) The project site is in an urbanized area of the city in the R-1 land use designation and has a PD Overlay (R-1-PD). The project is subject to the R-1 zone design standards identified in City Municipal Code 17.16.020. The project is also subject to other applicable building standards identified in City Municipal Code 17.70 and COSE Policy 9.1.2, which outlines view guidelines regarding urban development. The COSE states that urban development should reflect its architectural context. This does not necessarily prescribe a specific style, but requires deliberate design choices that acknowledge human scale, natural site features, and neighboring urban development, and that are compatible with historical and architectural resources. The project site's PD Overlay provides for deviations from development standards of Municipal Code Title 17 that were determined necessary and justifiable by the City.

Construction views associated with the project would be temporary in nature and similar to other projects within the city and would not result in permanent alteration of the existing visual character of the area. Project construction requires the removal of 17 coast live oak saplings and 20 to 30 arroyo willow stems from approximately four trees within the riparian corridor associated with the on-site creek for construction of the proposed span bridge and associated footings and supports; however, none of the trees that would be removed have unusual or historical value. Additionally, the project includes the replanting of 20 coast live oak one-gallon trees (10 on each side of the creek corridor), four California bay laurel one-gallon trees (two on each side of the creek corridor), four California sycamore one-gallon trees (two on each side of the creek corridor), and 20 willow sprig trees (throughout the creek channel). Therefore, long-term views associated with vegetation removal at the project site would not occur.

The proposed single-family residence and ADU would be consistent with the maximum standard building height for the R-1 zone, which is 16 feet for an ADU and 25 feet for a dwelling or other structure. In addition, the proposed project would also be similar in nature to the density and style of surrounding low-density residential development. As described in threshold (a) above, the project would not result in adverse views from designated scenic areas because the site is not within a designated scenic vista and is not visible from designated scenic roadways identified in the City's COSE. For these reasons, the project would not substantially degrade the existing visual character or quality of public views of the site, nor would the project conflict with regulations that have been established for the purpose of preserving scenic quality or resources. Thus, the project would be consistent with zoning regulations and impacts to visual character would be *less than significant*.

- d) Existing sources of nighttime lighting near the project site include residential street lighting and intermittent vehicle lighting from vehicles traveling along Patricia Drive. Construction activities would only occur during daylight hours and would not require nighttime lighting. Nighttime lighting for the residence is required to comply with the Lighting and Night Sky Preservation Ordinance (17.70.100) standards for outdoor lighting and new development, which include, but are not limited to, requirements for new outdoor light sources to be shielded and directed away from adjacent properties and public rights-of-way, requirements for minimum levels of lighting consistent with public safety standards, and limits to hours of lighting operation. Therefore, impacts from new sources of light or glare would be *less than significant*.

Mitigation Measures

Mitigation measures are not required.

Conclusion

The project site is not a scenic vista, does not include scenic resources, nor is it within the viewshed of a designated scenic highway. The project site is within an urbanized area and is not subject to public vantage points. The project does not conflict with City of San Luis Obispo regulations that have been established to preserve scenic quality or resources and would not result in a significant source of additional nighttime lighting. No potentially significant impacts associated with aesthetic resources would occur and mitigation measures are not required.

2. AGRICULTURE AND FORESTRY RESOURCES

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:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	6	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	7	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	7	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	1, 7	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	7	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Evaluation

The California Department of Conservation (DOC) classifies and maps agricultural lands in the state in the Farmland Mapping and Monitoring Program (FMMP). The FMMP identifies five farmland categories: Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, and Farmland of Local Potential. The project site

is designated as Urban and Built-Up Land by the FMMP. The project site is not located on local Prime Farmland, Farmland of Local Importance, Farmland of Local Potential, Farmland of Statewide Importance, or Unique Farmland according to Figure 10 of the City's COSE.

The project site is zoned as R-1-PD within the northwestern portion of the city. The project site is not located within or immediately adjacent to land zoned for agricultural uses, land under an active Williamson Act contract, or land currently supporting agricultural uses.

According to California Public Resources Code (PRC) Section 12220(g), forest land is defined as land that can support 10% 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 State Board of Forestry and Fire Protection 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 and is not surrounded by forest land or timberland.

- a) According to the FMMP, the project site and surrounding land uses are designated as Urban and Built-Up Land. Since the project site is not located on or adjacent to designated Prime Farmland, the project would not result in the conversion of Prime or other Farmland to non-agricultural use, and *no impacts* would occur.
- b) The project site is not located within or adjacent to land zoned for agriculture or under an active Williamson Act contract. Therefore, the project would not conflict with existing agricultural zoning or a Williamson Act contract, and *no impacts* would occur.
- c) The project site does not include land designated or zoned for forest land or timberland. Additionally, the project site does not contain 10% tree cover that would classify the site as forest land. Therefore, the project would not conflict with zoning for forest land, timberland, or timberland zoned Timberland Production, and *no impacts* would occur.
- d) The project site does not include land designated for forest land and does not support 10% tree cover that would classify the project site as forest land. Therefore, the project would not result in the conversion or loss of forest land to non-forest use and impacts, and *no impacts* would occur.
- e) The project includes the development of a 4,941-sf single-family residence and detached 825-sf ADU. The site is directly adjacent to existing single-family residences in all directions. The nearest agricultural uses are approximately 1 mile west of the project site, beyond Bishop Peak. The proposed project would be consistent with surrounding uses and with existing zoning designated for the project site and would not adversely affect agricultural water supplies or other agricultural support facilities. Therefore, the project would not result in substantial changes in the environment that could result in conversion of nearby agricultural land or forest land to non-agricultural or non-forest use, and *no impacts* would occur.

Mitigation Measures

Mitigation measures are not required.

Conclusion

The project site is in an urbanized area and is not within or adjacent to Farmland, land zoned for agricultural or forest land use, or land under a Williamson Act contract. No potentially significant impacts to agriculture or forest land would occur, and mitigation measures are not required.

3. AIR QUALITY

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:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	1, 8, 9, 10, 11, 64	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	1, 8, 10, 13	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	1, 10, 13, 14	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	1, 10, 14	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Evaluation

The city of San Luis Obispo is located within 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 (USEPA), California Air Resources Board (CARB), and San Luis Obispo County Air Pollution Control District (SLOAPCD).

San Luis Obispo County is currently designated as “nonattainment” for the State standards for ozone, partial nonattainment for federal ambient standards for ozone (in eastern San Luis Obispo County, outside of the project area), and nonattainment for the State standards for particulate matter 10 microns or less in diameter (PM₁₀). The City’s COSE identifies goals and policies to achieve and maintain air quality that supports health and enjoyment for those who live in, work in, and visit the city. These goals and policies include meeting federal and State air quality standards, reducing dependency on gasoline- or diesel-powered motor vehicles and to encourage walking, biking, and public transit use.

The SLOAPCD has developed a *CEQA Air Quality Handbook* (most recently updated with a November 2017 Clarification Memorandum) to evaluate project-specific impacts and determine if potentially significant impacts could result from a project. To evaluate long-term emissions and cumulative effects and to establish countywide programs to reach acceptable air quality levels, the *2001 San Luis Obispo County Clean Air Plan* (2001 Clean Air Plan) was prepared and adopted.

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. The CARB has identified the following groups who are most likely to be affected by air pollution (i.e., sensitive receptors): children under 14, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. The locations where these sensitive receptors congregate are considered sensitive receptor locations and may include, but are not limited to, hospitals, schools, and day care centers. The SLOAPCD identifies sensitive receptor locations as schools, parks, playgrounds, day care centers, nursing homes, hospitals, and residential dwelling units. The project site is surrounded by existing single-family residential units; therefore, there are sensitive receptor locations located in all directions.

Naturally Occurring Asbestos (NOA) has been identified as a toxic air contaminant by the CARB. Any ground disturbance proposed in an area identified as having the potential to contain NOA must comply with the CARB Airborne Toxics Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations. The SLOAPCD NOA Map indicates that the project site is in an area identified as having a potential for NOA to occur. Asbestos Containing Material (ACM) is any material that contains more than one percent of asbestos and is considered hazardous due to its connection with diseases and other health concerns. ACM is presumed to be found in building materials used prior to the year 1980. Buildings that were developed prior to the year 1980 have the potential to release ACM upon demolition. The project site

is mostly undeveloped except for a driveway and a shed structure. The shed was constructed sometime after 1980 (estimated as 2016); thus, there are no on-site structures that are anticipated to have hazardous building materials, including ACM.

- a) To be considered consistent with the 2001 Clean Air Plan, a project must be consistent with the land use planning and transportation control measures and strategies outlined in the Clean Air Plan. The project includes the development of a new 4,941-sf single-family residence and an 825-sf ADU on a single flag lot in the R-1-PD zone. The project site is located approximately 1.2 mile northwest of a commercial center with restaurants, a market, and other commercial development. There are several transit stops located within 1 mile of the proposed site. The nearest transit stop is located approximately 0.4 mile south. There are Class III bike lanes located approximately 0.4 mile south that connect to a Class II bike lane associated with Foothill Drive. Therefore, the project site is in an area that would facilitate alternative modes of travel. The project would generate less than 110 trips per day. Due to the proximity of transit stops and bicycle lanes and the walkability of the project vicinity, the project would be consistent with the land use and transportation planning methods included in the 2001 Clean Air Plan. The project would also be consistent with policies and programs included in the City’s Circulation Element and Active Transportation Plan. Therefore, impacts would be *less than significant*.
- b) San Luis Obispo County is currently designated as non-attainment for ozone and PM₁₀ under State ambient air quality standards. Construction of the project would result in short-term emissions of ozone precursors including reactive organic gasses (ROG), nitrous oxides (NO_x), and PM₁₀. After construction, the project would result in emissions of ozone precursors associated with mobile source emissions and other stationary sources.

Construction Emissions

The project would result in approximately 35,000 square feet (0.8 acre) of ground disturbance, including 1,932 cy of cut and 650 cy of fill (2,582 cy of total cut/fill). Construction of the proposed project has the potential to result in a short-term increase in dust and vehicle emissions, including diesel particulate matter (DPM), ROGs, NO_x, and PM₁₀. Estimated construction emissions from the project were calculated using the California Emission Estimator Model (CalEEMod), version 2020.4.0 (CalEEMod 2021; see Attachment 2). Emissions were quantified based on the default construction schedules, equipment use, and construction vehicle trips contained in the model. Potential emissions contained in the model represent a conservative estimation of short- and long-term emissions. Fugitive dust control measures were not included in the modeling assumptions. Construction emissions modeling assumptions are summarized in Attachment 2. Table 2 summarizes the estimated short-term construction emissions.

Table 2. Project Construction Emissions

Criteria Pollutant	Highest Emissions	SLOAPCD Screening Threshold	Exceeds Threshold?
Uncontrolled Daily Construction Emissions – Summer Conditions			
Reactive Organic Gases + Nitrogen Oxide	69.3 lbs/day	137 lbs/day	No
Diesel Particulate Matter	2.8 lbs/day	7 lbs/day	No
Uncontrolled Daily Construction Emissions – Winter Conditions			
Reactive Organic Gases + Nitrogen Oxide	69.4 lbs/day	137 lbs/day	No
Diesel Particulate Matter	2.8 lbs/day	7 lbs/day	No
Uncontrolled Annual Construction Emissions			
Reactive Organic Gases + Nitrogen Oxide	2.46 tons/year	2.5 tons/quarter	No
Diesel Particulate Matter	0.09 tons/year	0.13 tons/quarter	No
Fugitive Dust (PM ₁₀)	0.14 tons/year	2.5 tons/quarter	No

Source: CalEEMod 2021 (v. 2020.4.0); SLOAPCD 2012, 2017

As shown in Table 2, short-term construction emissions are not anticipated to exceed established thresholds. Although the project would not result in significant construction-related emissions, SLOAPCD’s *CEQA Air Quality Handbook* recognizes special conditions, such as proximity to sensitive receptors, that require implementation of standard

construction mitigation measures to reduce diesel idling and fugitive dust. Due to the project’s proximity to surrounding residential areas, standard measures for reducing DPM and fugitive dust are required and have been included as Mitigation Measures AQ-1 and AQ-2. Therefore, potential air quality impacts associated with project construction would be *less than significant with mitigation*.

Operational Impacts

Implementation of the project would result in the development and occupation a new 4,941-sf single-family residence and an 825-sf ADU. Long-term emissions were also calculated using the CalEEMod computer program. Emissions modeling assumptions after the residence is inhabited are summarized in Attachment 2. Table 3 summarizes the estimated post-construction emissions.

Table 3. Operational Emissions Summary

Criteria Pollutant	Highest Daily/Annual Emissions	SLOAPCD Screening Threshold	Exceeds Threshold?
Daily Operational Emissions – Summer Conditions			
Reactive Organic Gases + Nitrogen Oxide	0.39 lbs/day	25 lbs/day	No
Carbon Monoxide	0.93 lbs/day	550 lbs/day	No
Diesel Particulate Matter	0.03 lbs/day	1.25 lbs/day	No
Fugitive Dust (PM ₁₀)	0.17 lbs/day	25 lbs/day	No
Daily Operational Emissions – Winter Conditions			
Reactive Organic Gases + Nitrogen Oxide	0.4 lbs/day	25 lbs/day	No
Carbon Monoxide	0.96 lbs/day	550 lbs/day	No
Diesel Particulate Matter	0.03 lbs/day	1.25 lbs/day	No
Fugitive Dust (PM ₁₀)	0.17 lbs/day	25 lbs/day	No
Annual Operational Emissions – Year 2023			
Reactive Organic Gases + Nitrogen Oxide	0.07 tons/year	25 tons/year	No
Fugitive Dust (PM ₁₀)	0.03 tons/year	25 tons/year	No

Source: CalEEMod 2021 (v. 2020.4.0); SLOAPCD 2012

As shown in Table 3, emissions of criteria air pollutants would not exceed SLOAPCD’s recommended thresholds of significance; therefore, impacts from criteria pollutants during project occupation would be *less than significant*.

- c) The project site is a flag lot in a residential area and is directly adjacent to residential development in all directions. Construction activities, such as excavation, grading, vegetation removal, staging, and building construction, would result in temporary construction vehicle emissions and fugitive dust that may affect surrounding sensitive receptors. Based on the SLOAPCD *CEQA Air Quality Handbook*, construction activities within 1,000 feet of sensitive receptors require standard dust and DPM reduction measures. Mitigation Measures AQ-1 and AQ-2 have been identified to reduce exposure of sensitive receptors to adverse construction vehicle emissions and fugitive dust; therefore, impacts would be *less than significant with mitigation*.
- d) Construction of the proposed project would generate odors associated with construction smoke, dust, and equipment exhaust and fumes. Proposed construction activities would not differ significantly from those resulting from any other type of construction projects. Any effects would be temporary and limited to the construction phase of the proposed project; therefore, impacts related to the potential for odors would be *less than significant*.

The only on-site structure is a shed. Because there is not the potential for ACM in the existing shed given its age, there is no potential for the release of these materials when the shed is moved or demolished. The SLOAPCD NOA Map indicates the project site is located within an area identified as having potential for NOA to be present. The project would include approximately 2,582 cy of total earthwork, removal of trees, and construction of the proposed development. Pursuant to SLOAPCD requirements and the CARB 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 Measure AQ-3 has 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 on-site. Based on required compliance with identified mitigation, NESHAP Subpart M, and CARB ATCM Section 93105, potential impacts associated with other emissions would be *less than significant with mitigation*.

Mitigation Measures

AQ-1 During all construction activities and use of diesel vehicles, the Applicant shall implement the following idling control techniques:

1. The following idling restrictions shall be implemented for equipment:
 - a. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors if feasible;
 - b. Diesel idling within 1,000 feet of sensitive receptors shall not be permitted;
 - c. Use of alternative fueled equipment shall be used whenever possible; and
 - d. Signs that specify the no idling requirements shall be posted and enforced at the construction site.
2. On-road diesel vehicles shall comply with Section 2485 of Title 13 of the California Code of Regulations. This regulation limits idling from diesel-fueled commercial motor vehicles with gross vehicular weight ratings of more than 10,000 pounds and licensed for operation on highways. It applies to California and non-California based vehicles. In general, the regulation specifies that drivers of said vehicles:
 - a. Shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location, except as noted in Subsection (d) of the regulation; and
 - b. Shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than 5 minutes at any location when within 1,000 feet of a restricted area, except as noted in Subsection (d) of the regulation.

Signs must be posted in the designated queuing areas and job sites to remind drivers of the 5-minute idling limit. The specific requirements and exceptions in the regulation can be reviewed at the following website: www.arb.ca.gov/msprog/truck-idling/2485.pdf.

AQ-2 During all construction and ground-disturbing activities, the Applicant shall implement the following particulate matter control measures and detail each measure on the project grading and building plans:

1. Reduce the amount of disturbed area where possible.
2. Use 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 (SLOAPCD) limit of 20% opacity for no greater than 3 minutes in any 60-minute period. Increased watering frequency shall be required whenever wind speeds exceed 15 miles per hour (mph) and cessation of grading activities during periods of winds over 25 mph. Reclaimed (non-potable) water is to be used in all construction and dust-control work.
3. All dirt stockpile areas (if any) shall be sprayed daily and covered with tarps or other dust barriers as needed.

4. 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.
5. Exposed grounds 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.
6. All disturbed soil areas not subject to revegetation shall be stabilized using approved chemical binders, jute netting, or other methods approved in advance by the SLOAPCD.
7. All roadways, driveways, sidewalks, etc. to be paved shall be completed as soon as possible. In addition, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
8. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site.
9. All trucks hauling dirt, sand, soil, or other loose materials are to 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.
10. Install wheel washers where vehicles enter and exit unpaved roads onto streets or wash off trucks and equipment leaving the site. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads.
11. Water sweepers shall be used with reclaimed water where feasible. Roads shall be pre-wetted prior to sweeping when feasible.
12. All PM₁₀ mitigation measures required shall be shown on grading and building plans.
13. 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 SLOAPCD limit of 20% opacity for no greater than 3 minutes in any 60-minute period. 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 SLOAPCD Compliance Division prior to the start of any site preparation, grading, or earthwork.
14. All off-road construction equipment shall be Tier 3 or higher.

- AQ-3** Prior to initiation of site preparation/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 California Air Resources Board (CARB) Air Toxics Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations (CARB ATCM Section 93105) and SLOAPCD requirements. This geologic evaluation shall be submitted to the City Community Development Department 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. If NOA is determined to be present on-site, proposed earthwork and construction activities shall be conducted in full compliance with the various regulatory jurisdictions regarding NOA, including the CARB ATCM for Construction, Grading, Quarrying, and Surface Mining Operations (CARB ATCM Section 93105) and requirements stipulated in the National Emission Standards for Hazardous Air Pollutants (NESHAP) (40 Code of Federal Regulations 61, Subpart M – Asbestos). These requirements include, but are not limited to, the following:
1. Written notification, within at least 10 business days of activities commencing, to the SLOAPCD;
 2. Preparation of an asbestos survey conducted by a Certified Asbestos Consultant; and
 3. Implementation of applicable removal and disposal protocol and requirements for identified NOA.

Conclusion

Standard mitigation measures have been identified above to address potential project impacts associated with sensitive receptors' exposure to air pollutants and potential impacts associated with NOA. Upon implementation of the identified mitigation measures, residual impacts associated with air quality would be less than significant.

4. BIOLOGICAL RESOURCES

Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	1, 2, 53, 62	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 U.S. Fish and Wildlife Service?	1, 2, 53, 62	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	1, 2, 7, 16, 53, 62	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	2, 7, 53	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	2, 15, 53, 62	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Evaluation

This evaluation is based on the *Biological Resources Assessment (BRA) for the 841 Patricia Drive Project (ARCH-0040-2021; APN 052-520-063), City of San Luis Obispo, CA* (David Wolff Environmental 2021a; Attachment 3). The BRA prepared for the project includes the results of a “desktop-level” background review and a reconnaissance-level survey of the project site. “Desktop-level” background review (hereinafter referred to as “background review”) included a review of Google Earth imagery, review of soil types near the project site using the Natural Resources Conservation Service (NRCS) Web Soil Survey, and a query of the California Natural Diversity Database (CNDDDB) for special-status species occurrences and natural communities in the vicinity of the project site (David Wolff Environmental 2021a). The reconnaissance-level survey of the project site was conducted on April 22, 2021, which is within the blooming period for most sensitive plant species (David Wolff Environmental 2021a). The reconnaissance-level survey was conducted to determine the potential for special-status plant and animal species and sensitive natural communities to occur within the project site based on data collected during the background review. In addition, the *Biological Resources Assessment Addendum for the 841 Patricia Drive Project (ARCH-0040-2021; APN 052-520-063), City of San Luis Obispo, CA* was prepared in November 2021 to supplement the original report (David Wolff Environmental 2021b; Attachment 4). Results of the addendum are based on an additional field reconnaissance survey on October 28, 2021, and additional background review.

Regional Setting

The city of San Luis Obispo is generally surrounded by open space, rangeland used for grazing, and other agricultural uses that support a variety of natural habitats and plant communities. The city's many creeks provide sheltered corridors that allow local wildlife to move between habitats and open space areas. The City's COSE identifies various goals and policies to maintain, enhance, and protect natural communities within the City's planning area. These policies include, but are not limited to, protecting listed species and species of special concern, preserving existing wildlife corridors, protecting significant trees, and maintaining development setbacks from creeks.

Existing Biological Resources Setting

The project site consists of a mostly undeveloped flag lot in the northwestern portion of the city. Existing development within the project site is limited to a gated driveway and shed structure. Background level review of the project site was conducted by reviewing available information from aerial imagery of the project area, the Natural Resources Conservation Service soil survey, results of the California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDDB) for the San Luis Obispo USGS quadrangle map, and a query of the U.S. Fish and Wildlife Service National Wetlands Inventory (NWI) Surface Water and Wetlands Mapper (David Wolff Environmental 2021a). The USFWS NWI Surface Water and Wetlands Mapper identifies a creek on the project site (mapped as Twin Ridge Creek by the City in the Parcel Viewer). Twin Ridge Creek is a tributary to Old Garden Creek, runs in a north to south direction in the central portion of the project site and bisects the site. The presence of the on-site creek was confirmed during a field reconnaissance survey conducted for the BRA (David Wolff Environmental 2021a). Twin Ridge Creek is under the jurisdiction of the CDFW because it conveys water and would also be subject to the Porter-Cologne Act, which is regulated by the Regional Water Quality Control Board (RWQCB). The riparian corridor associated with the on-site creek supports arroyo willow (*Salix lasiolepis*) thicket, coast live oak (*Quercus agrifolia*), big leaf maple (*Acer macrophyllum*), and planted sycamore (*Platanus racemosa*). Arroyo willow thicket is considered a sensitive natural community by the CDFW and the creek's riparian corridor is a designated wildlife corridor in the City's COSE. The NWI also identifies an unnamed drainage along the unpaved driveway; however, based on the field reconnaissance survey, the driveway does not support any connecting waters and is not a drainage feature (David Wolff Environmental 2021b).

In addition to the riparian community on-site, the project site also supports non-native annual grassland with a few native forbs and wildflowers (David Wolff Environmental 2021a).

Wetlands and Jurisdictional Waters

According to the BRA, there is an ephemeral creek that runs north to south in the central portion of the project site and conveys flows from Bishop Peak. The creek begins at a culvert located in woody riparian vegetation in the northern portion of the project site (David Wolff Environmental 2021a). Based on the City's Parcel Viewer, the on-site creek is identified as Twin Ridge Creek (City of San Luis Obispo 2021a). Twin Ridge Creek is an ephemeral creek, and the bottom supports narrow braided low-flow channels along the flow path (City of San Luis Obispo 2021a, David Wolff Environmental 2021a). The remnant open creek channel and riparian corridor may represent jurisdictional waters of the U.S./State pursuant to the Federal Clean Water Act Section 404, California Porter Cologne Water Quality Control Act, and California Fish and Game Code Section 1600 Lake and Streambed Program (David Wolff Environmental 2021a). The creek continues through the site toward Westmont Avenue approximately 0.3 mile to the southeast, where it is underground and runs parallel to Westmont Avenue until it returns to an open channel to the south of Westmont Avenue. Twin Ridge Creek ultimately provides connection to other creeks within the city, including Old Garden Creek, Stenner Creek, and San Luis Obispo Creek (City of San Luis Obispo 2021a). In addition, there is a smaller culvert that drains to the northern portion of the site and connects to the on-site creek. The smaller culvert is an open swale with creeping spikerush (*Eleocharis macrostachya*), curly dock (*Rumex crispus*), and iris-leaved rush (*Juncus xiphioides*). • The small culvert leads to the main drainageway which flows below and from the large culvert (David Wolff Environmental 2021a).

Special-Status Species

In the course of background review conducted for this Study 58 special-status plant and animal species and two natural communities that have the potential to occur within the project area were identified. Based on site conditions observed during the reconnaissance survey in April 2021, the following special-status plant and animal species have the potential to occur within the project area.

Special-Status Plant Species

In the course of background review conducted for this Study 34 special-status plant species that have to the potential to occur within the project region were identified. A field survey was conducted during the appropriate blooming period for most special-status plant species. Of the 34 special-status plant species identified as having the potential to occur, only one special-status species was observed on-site and is described below (David Wolff Environmental 2021a). Based on project soil types and habitat conditions observed during the April 22, 2021, field survey, the other 33 special-status plant species having the potential to occur within the project region during background review conducted for this Study are not expected to occur on-site. In addition, none of the other 33 special-status plant species were observed during the botanical surveys that were conducted at the project site, which were appropriately timed to ensure the best potential of observance if the species existed at the site (David Wolff Environmental 2021b).

- San Luis Obispo (Cambria) morning glory (*Calystegia subacaulis* ssp. *episcopalis*):** This species is a California Rare Plant Ranking 4.B (watch list). At the time the City’s COSE was adopted in 2006, Cambria morning glory was a California Native Plant Society (CNPS) List 1.B. This species is presently no longer a Rare List 1.B plant according to the most recent CNPS ranking system. This species was placed on the CNPS Rank 4.2 list in approximately 2011. Therefore, any impacts to this species are considered less than significant and do not warrant mitigation. Cambria morning glory was observed on-site within the non-native annual grassland on the downward slope toward the riparian area.

Special-Status Animal Species

Previously recorded occurrences of 24 special-status animal species were identified within the project region in the course of background review of the CNDDDB. Table 4 identifies these 24 special-status animal species and the likelihood of occurrence for individual species within the project site based on the occurrences recorded within the region in the CNDDDB.

Table 4. Special-Status Animal Species Recorded by the CNDDDB

Common Name	Scientific Name	Federal Status	State Status	Potential to Occur
lesser slender salamander	<i>Batrachoseps minor</i>	None	SSC	Low potential in riparian area because of high water sheet flows.
foothill yellow-legged frog	<i>Rana boylei</i>	None	Endangered	This species is not anticipated to occur within the project site because there is not suitable habitat.
California red-legged frog (CRLF)	<i>Rana draytonii</i>	Threatened	Species of Special Concern (SSC)	<p>This species is not anticipated to occur within the project site. The project site lacks suitable aquatic breeding and non-breeding habitat. Twin Ridge Creek is an intermittent drainage that does not retain water for adequate breeding habitat.</p> <p>The BRA Addendum field survey conducted on October 28, 2021 followed an approximately 1.4-inch rainfall event several days earlier. There was only evidence of flows from the rain event within the narrow, braided channels with no sheet flow across the floodplain. It appeared there was just enough flows even from the short but substantial rain event to push accumulated leaf litter beyond the limits of the braided narrow low-flow channels. No standing or pooled water remained from the obvious rain event flows on the project site supporting the BRA findings that the site lacks the required aquatic habitat for the California red-legged frog (David Wolff Environmental 2021b).</p>

				For these reasons, CRLF is not expected to forage or migrate through the project site.
coast range newt	<i>Taricha torosa</i>	None	SSC	This species is not anticipated to occur within the project site because there is not suitable habitat for this species.
Cooper's hawk	<i>Accipiter cooperii</i>	None	Watch List	Low potential in remnant small patch of riparian habitat.
white-tailed kite	<i>Elanus leucurus</i>	None	Fully Protected	Low potential in remnant small patch of riparian habitat.
tricolored blackbird	<i>Agelaius tricolor</i>	None	Threatened	No suitable wetland habitat.
yellow-breasted chat	<i>Icteria virens</i>	None	SSC	Low potential in remnant small patch of riparian habitat.
loggerhead shrike	<i>Lanius ludovicianus</i>	None	SSC	Low potential in remnant small patch of riparian habitat.
burrowing owl	<i>Athene cunicularia</i>	None	None	No sufficient grassland habitat with enough squirrel burrows.
vernal pool fairy shrimp	<i>Branchinecta lynchi</i>	Threatened	None	No suitable vernal pool habitat.
Steelhead trout	<i>Oncorhynchus mykiss irideus</i>	Threatened	None	No suitable perennial aquatic habitat.
Crotch bumble bee	<i>Bombus crotchii</i>	None	None	No suitable wildflower rich grassland habitat.
monarch winter roosts	<i>Danaus plexippus</i>	Candidate	None	No suitable roost sites.
Monterey dusky-footed woodrat	<i>Neotoma macrotis luciana</i>	None	SSC	Low potential in riparian habitat. No woodrat nests observed.
Western mastiff bat	<i>Eumops perotis californicus</i>	None	SSC	No suitable roost habitat.
American badger	<i>Taxidea taxus</i>	None	SSC	No potential burrows observed.
pallid bat	<i>Antrozous pallidus</i>	None	SSC	No suitable roost habitat.

Townsend's big-eared bat	<i>Corynorhinus townsendii</i>	None	SSC	No suitable roost habitat.
Yuma myotis	<i>Myotis yumanensis</i>	None	None	No suitable roost habitat.
northern California legless lizard	<i>Anniella pulchra</i>	None	SSC	No suitable sandy soils or shrub cover on-site.
Western pond turtle	<i>Emys marmorata</i>	None	SSC	No suitable perennial aquatic habitat.
Two-striped garter snake	<i>Thamnophis hammondi</i>	None	SSC	No suitable aquatic habitat.
coast horned lizard	<i>Phrynosoma blainvillii</i>	None	SSC	No suitable sandy soils or shrub cover on-site.

a) Special-Status Plant Species

The project site consists of riparian and non-native grassland habitat types. Based on the field survey conducted for the project on April 22, 2021 during the seasonal blooming season, there is only one CRPR 4.2 (limited distribution) species plant species, Cambria morning glory, identified at the project site. All other sensitive plant species are not expected to occur at the project site due to existing soil conditions and site disturbance. No other special status plant species were observed during the appropriately time April 22, 2021 rare plant survey.

During the rare plant survey of April 22, 2021, Cambria morning glory was observed sparsely on the western side of Twin Ridge Creek with more frequent occurrences on the eastern grassland flat (David Wolff Environmental 2021b). Cambria morning glory is a species of limited distribution but has current distribution from San Luis Obispo County to northwestern Santa Barbara County, with historic herbaria records as far north as Sonoma County. Recent observations in the record have found it throughout coastal and inland San Luis Obispo County, reducing the significance of its occurrence and local rarity at any one location. It is important to note that although Cambria morning glory was listed as a CRPR 1B plant when the COSE was adopted in 2006, this species is presently no longer a CRPR 1.B plant according to the most recent CNPS ranking system. This species was placed on the CNPS Rank 4.2 list in approximately 2011 after the Final EIR was drafted and certified. (David Wolff Environmental 2021b). Due to the wide range of occurrences locally within the city, impacts to Cambria morning glory would be less than significant and mitigation measures are not necessary (David Wolff Environmental 2021b). Therefore, impacts related to special-status plant species would be *less than significant*.

Special-Status Animal Species

Based on the urban setting of the project site and limited diversity of grassland plant species, special-status grassland animal species are not anticipated to occur within the project site (David Wolff Environmental 2021a). The riparian corridor associated with the on-site creek does not provide habitat for riparian species due to the lack of understory shrub and natural debris (David Wolff Environmental 2021a). Therefore, as identified in Table 4, special-status grassland and riparian species are not anticipated to occur based on existing habitat conditions.

Migratory birds may nest within the riparian vegetation associated with the on-site creek. There were no active nests observed within the project site during field surveys; however, the riparian habitat on-site supports arroyo willows, coast live oak, and other riparian trees that may provide suitable nesting habitat for migratory birds that may pass through the project site. The project would require removal of 17 coast live oak saplings and 20 to 30 arroyo willow stems from approximately four trees; therefore, removal of any trees could result in temporary nesting bird habitat loss. Other riparian trees would be protected through the provision of a Creek Setback depicted in plans. Following construction activities, the project includes the replanting of 20 coast live oak one-gallon trees, four California bay laurel one-gallon trees, four California sycamore one-gallon trees, and 20 willow sprig trees throughout the creek

channel, which would avoid long-term nesting bird habitat loss. Mitigation Measure BIO-1 has been included to reduce potential impacts to nesting migratory birds and associated nesting habitat during construction activities.

As previously identified in Table 4, other special-status animal species are not anticipated to occur based on a lack of suitable habitat. Therefore, potential impacts related to special-status animal species would be *less than significant with mitigation*.

- b) The project would result in approximately 35,000 square feet (0.8 acre) of ground disturbance, including 1,932 cy of cut and 650 cy of fill. The project would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP) with best management practices (BMPs) pursuant to the National Pollutant Discharge Elimination System (NPDES) and City requirements. In addition, the project would be required to prepare an erosion and sediment control plan in compliance with the City's stormwater requirements. The erosion and sediment control plan would require the implementation of short- and long-term erosion control measures on-site and would also require disturbed soils along the creek corridor to be restored. Implementation of an erosion and sedimentation control plan would avoid and/or minimize potential erosive or polluted runoff that could adversely affect the riparian habitat and associated arroyo willow thicket and other riparian trees. Mitigation Measure BIO-4 has been included to avoid and/or reduce potential impacts related to polluted runoff from construction vehicle and equipment use on-site. Therefore, with implementation of the erosion and sedimentation control plan and Mitigation Measure BIO-4, potential impacts to sensitive natural communities would be *less than significant with mitigation*.

A portion of Twin Ridge Creek flows in a north to south direction through the central portion of the project site and bisects the property. This portion of Twin Ridge Creek supports arroyo willow thicket, which is considered a sensitive natural community by the CDFW. In addition to arroyo willow thicket, the riparian corridor of the on-site creek supports coast live oak trees, big leaf maple trees, and planted sycamore trees (David Wolff Environmental 2021a). The project would require removal of 17 coast live oak saplings and 20 to 30 arroyo willow stems from approximately four trees and other vegetation for implementation of the proposed bridge crossing. Other riparian trees and vegetation would be protected through provision of a Creek Setback determined by the City Biologist and depicted in plans.

The project would require tree removal and work within the riparian habitat on-site to accommodate the span bridge and associated footings and supports. In addition, utilities serving the ADU would need to cross the on-site portion of Twin Ridge Creek. The project's development plans include two potential approaches for the necessary extension of utilities to the ADU: 1) trenching/undergrounding the utilities below the creek, or 2) including the utilities in the bridge span, either hanging from the bridge or within the bridge decking/enclosure. Because both possibilities are shown on the project plans, this environmental assessment assumes that the project proposal could include the trenching/undergrounding of the utilities below the creek as this approach would be the most environmentally impactful. As a result of the work in the riparian area and the potential for disturbance of regulatory waters resulting from the creek crossing of the utilities, which could include trenching below the creek, the project would be required to be authorized by the agencies with jurisdiction pursuant to Clean Water Act, Porter-Cologne Water Quality Act and the California Fish and Game Code.

As part of the regulatory/permitting processes, the Applicant will be required to demonstrate to the affected agencies that the proposed project has been designed and will be implemented in a manner that avoids and minimizes impacts to the extent practicable. Impacts to jurisdictional features would be mitigated through implementation of a Habitat Mitigation and Monitoring Plan (or revegetation plan), which will be reviewed and approved by the affected agencies.

To appropriately address the impacts to the riparian habitat and creek that will be required for implementation of the span bridge, the Applicant has developed a revegetation plan, which is presented in the addendum to the BRA. The revegetation plan shows the locations and quantities of the maximum number of trees likely needing removal for the bridge construction and states that vegetation removal will be kept to the minimum necessary for bridge clearance. As well, the revegetation plan assumes existing drainage patterns will not be altered and that disturbance would only occur for the bridge footings. To minimize disturbance of the riparian area and potential impacts to the creek, BIO-2 has been included to require the placement of utilities above the creek as part of the creek span, rather than trenching below the creek.

The Applicant's proposed compensatory riparian mitigation will provide supplemental irrigation for three years, and will be maintained and monitored for five years, to meet 80% survival success criteria after two years without supplemental irrigation. (David Wolff Environmental 2021b; Attachment 4).

Mitigation Measure BIO-3 incorporates the Applicant's proposed conceptual revegetation plan and is provided to ensure that the impacts associated with bridge construction are addressed. This measure is independent of permitting agency requirements; however, implementation of the mitigation described in both Mitigation Measures BIO-2 and BIO-3 is consistent with what is anticipated to be required by the permitting agencies. With implementation of the identified mitigation, potential impacts would be *less than significant with mitigation*.

c) The portion of Twin Ridge Creek located within the project site and associated riparian corridor may meet the criteria for jurisdictional waters of the U.S. or the State (David Wolff Environmental 2021a). The project would require tree removal and work within the riparian corridor for construction of the proposed bridge and associated footings and supports; as such, the project would be required by law to obtain permits and/or authorizations pursuant to Section 404/401 of the Clean Water Act, Porter-Cologne Water Quality Control Act and California Fish and Game Code Section 1600 Lake and Streambed Program. While additional measures are expected as part of the permitting process with the affected agencies, Mitigation Measure BIO-2 and BIO-3 have been provided to ensure that the impacts to the riparian habitat and creek are addressed through the minimization of impacts to the riparian habitat through the placement of utility crossings within or attached to the bridge crossing and implementation of a revegetation plan prepared by the Applicant. In addition, the project would require 0.8 acre of ground disturbance, including 1,932 cy of cut and 650 cy of fill, and the use of construction vehicles and equipment that could result in indirect impacts, such as erosive or polluted runoff. The project would be required to prepare and implement an erosion and sediment control plan in compliance with the City's stormwater requirements. The erosion and sediment control plan would require implementation of short- and long-term erosion control measures on-site. Mitigation Measure BIO-4 has also been included to avoid and/or reduce potential impacts related to polluted runoff from construction vehicle and equipment use on-site. Therefore, with implementation of the erosion and sedimentation control plan and Mitigation Measures BIO-2 and BIO-3, potential impacts to Twin Ridge Creek within the project site would be *less than significant with mitigation*.

d) Based on the City's COSE, the project area is within an area that is generally mapped as having the potential to serve as a wildlife corridor. Twin Ridge Creek flows in a north to south direction through the central portion of the project site. The creek continues south through a developed residential area until it is undergrounded at Westmont Avenue. The creek then returns to an open channel to the south of Westmont Avenue and ultimately provides connectivity to other creeks, including Old Garden Creek, Stenner Creek, and San Luis Obispo Creek. The portion of Twin Ridge Creek that flows through the project area supports ephemeral flows of water and the riparian creek corridor supports sparse understory shrub and natural debris (David Wolff Environmental 2021a). Twin Ridge Creek flows onto the property through an underground culvert under Patricia Drive and again along Westmont Avenue. The lack of a consistent open channel impedes larger wildlife, such as deer, from effectively using the creek as a movement corridor. In addition, due to its ephemeral nature and lack of an open channel, Twin Ridge Creek does not provide connectivity for migratory fish species. Therefore, the project site is not anticipated to support any migratory fish species and implementation of the project would not result in disturbance of migratory fish.

Suitable habitat for nesting migratory birds is present within the riparian trees and vegetation associated with Twin Ridge Creek. The project would require tree removal and work within the riparian corridor for construction of the new span bridge and associated footings and supports over Twin Ridge Creek. The project includes the replanting of 20 coast live oak one-gallon trees, four California bay laurel one-gallon trees, four California sycamore one-gallon trees, and 20 willow sprig trees throughout the creek channel, which would avoid permanent habitat loss for nesting migratory birds. Further, Mitigation Measure BIO-1 would require nesting bird surveys prior to any ground-disturbing activity, including tree removal, to ensure there are no migratory bird species nesting on-site that could be directly affected by implementation of the project. If nesting migratory birds are present on-site during project implementation, Mitigation Measure BIO-1 requires avoidance of individuals through identified nest buffers. Therefore, upon implementation of Mitigation Measure BIO-1, potential impacts to nesting birds would be *less than significant with mitigation*.

e) The riparian corridor associated with the on-site creek within the project site supports arroyo willow thicket, coast live oak trees, big leaf maple trees, and planted sycamore trees. The project would require the removal of 17 coast

live oak saplings and 20 to 30 arroyo willow stems from approximately four trees within the riparian corridor for construction of the new bridge crossing over the portion of Twin Ridge Creek on-site. Following construction activities, the project includes the replanting of 20 coast live oak one-gallon trees (10 one each side of the corridor), four California bay laurel one-gallon trees (two on each side of the corridor), four California sycamore one-gallon (two on each side of the corridor), and 20 willow sprig trees (throughout the creek channel), which is consistent with the City's Municipal Code (12.24.090), which requires the replanting of removed trees on-site at a minimum 1:1 ratio. Replanted trees would be irrigated for three years and maintained and monitored for five years to meet an 80% survival success. Other riparian trees would be protected through provision of a Creek Setback determined by the City Biologist and depicted in plans. Therefore, the project would not conflict with a local plan or ordinance for tree preservation.

The COSE includes various goals and policies to maintain, enhance, and protect natural communities within the City's planning area. These policies include, but are not limited to, protecting listed species and Species of Special Concern (SSC), preserving existing wildlife corridors, protecting significant trees, and maintaining development setbacks from creeks. The project site provides suitable habitat for nesting migratory birds within the riparian corridor on-site. The project would require tree removal and other work within the riparian corridor for construction of the new bridge and associated footings and supports to cross over the portion of Twin Ridge Creek on-site. The creek and other riparian trees and vegetation would be protected through provision of a Creek Setback determined by the City Biologist and depicted in plans. In addition, the project would be required to prepare an erosion and sedimentation control plan, which would further reduce potential impacts to Twin Ridge Creek and the associated riparian corridor. Implementation of Mitigation Measures BIO-1 through BIO-4 would avoid and/or minimize potential impacts related to biological resources protected by the City's COSE and other local policies and ordinances. Therefore, the potential impacts associated with conflicts with local policies would be *less than significant with mitigation*.

- f) The project is not located within an area under an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan. Therefore, the project would not conflict with the provisions of an adopted plan, and *no impacts* would occur.

Mitigation Measures

- BIO-1** If any ground disturbance will occur during the nesting bird season (February 1–September 15), prior to any ground-disturbing activity, a preconstruction nesting bird survey shall be conducted by a qualified biologist within 1 week prior to the start of activities. If nesting birds are located on or near the project site, they shall be avoided until they have successfully fledged, or the nest is no longer deemed active. A non-disturbance buffer of 50 feet will be implemented for non-listed, passerine species and a 250-foot buffer will be implemented for raptor species. No construction activities will be permitted within established nesting bird buffers until a qualified biologist has determined that the young have fledged or that proposed construction activities would not cause adverse impacts to the nest, adults, eggs, or young. If special-status avian species are identified, no work shall be conducted until an appropriate buffer is determined in coordination with the City and the U.S. Fish and Wildlife Service (USFWS) and/or California Department of Fish and Wildlife (CDFW).
- BIO-2** All utility extensions required to cross the creek, which are necessary to serve the ADU (excluding the sewer lateral serving the ADU and connecting to the sewer line along the rear of the property), shall be placed within or attached to the bridge span. No trenching across the creek shall occur for the extension of utilities to the ADU.
- BIO-3** Prior to issuance of grading and building permits, the Applicant shall provide copies of the permits/authorizations from affected resource agencies, including a final revegetation plan that is consistent with the revegetation plan provided in the Addendum to the Biological Resources Assessment (BRA, David Wolff Environmental, November 10, 2021) for approval by the City Natural Sustainability and Natural Resources Official, Community Development Department. Plans submitted for grading and building permits shall show tree removals consistent with the November 2021 revegetation plan, including the locations and quantities of the maximum number of trees identified for removal to facilitate the bridge construction. Vegetation removal shall be kept to the minimum necessary for bridge clearance and construction of the necessary footings and supports. Initial removal of vegetation shall be monitored full-time by a qualified biologist, and weekly spot-check monitoring shall continue throughout the construction of the bridge structure. Supplemental irrigation shall be provided to the revegetated area of the riparian corridor for three years, and maintained and monitored for five years, to meet 80% survival success criteria

after two years without supplemental irrigation. Monitoring reports demonstrating compliance with the revegetation plan shall be prepared and submitted to the affected resource agencies and the City annually. Permits and/or authorizations from the regulatory agencies (CDFW, Regional Water Quality Control Board, and USACE), or documentation from the respective agency that the permit/authorization is required, shall be submitted to the City prior to any grading and/or construction activities within the on-site riparian area.

BIO-4 All equipment and vehicles shall be checked and maintained daily to prevent spills of fuel, oil, and other hazardous materials. A designated staging area shall be established for vehicle/equipment parking and storage of fuel, lubricants, and solvents a minimum of 30-feet outside of the riparian area on-site. All fueling and maintenance activities shall take place in the designated staging area.

Conclusion

The project site supports biological resources, including San Luis Obispo morning glory, nesting migratory birds, and a portion of Twin Ridge Creek and associated riparian corridor. Potential impacts to biological resources would be avoided through project design and mitigated through implementation of requirements identified in Mitigation Measures BIO-1 through BIO-4. The project would be set back 20 feet from the approximate top-of-bank of Twin Ridge Creek and would not conflict with local plans or policies for protection of biological resources with implementation of the identified mitigation measures. Therefore, potential impacts to biological resources would be less than significant with mitigation.

5. CULTURAL RESOURCES

Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historic resource pursuant to §15064.5?	1, 5, 17, 18, 54	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	2, 17, 18, 54	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	2, 17, 18, 54	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Evaluation

This evaluation is based, in part, on the *Cultural Resources Survey of the Michaels Residence Project, City of San Luis Obispo, San Luis Obispo County, California* by Central Coast Archaeological Research Consultants (CCARC) for this project (CCARC 2021). The Cultural Resources Survey includes the results of the background review conducted for this Study and an archaeological survey of the subject property. Background review consisted of a records search at the Central Coast Information Center (CCIC) at the University of California, Santa Barbara. The records search encompassed the project site and a 0.25-mile radius of the site. Based on the records search, five cultural resource studies and two archaeological sites were recorded within a 0.25-mile radius of the site. In addition, there was one cultural resources survey recorded within the project site. Based on a review of previously documented findings, no cultural resources have been reported within the footprint of the project (CCARC 2021). An intensive field survey was conducted on May 18, 2021, at the project site. There were no prehistoric materials or historic cultural resources observed within the project site during the field survey (CCARC 2021).

Pre-Historic Setting

Archaeological evidence demonstrates that Native American groups (including the Chumash) have occupied the Central Coast for at least 10,000 years. The city of San Luis Obispo is located within the area historically occupied by the Obispeño Chumash, the northernmost of the Chumash people of California. The Obispeño Chumash occupied much of San Luis

Obispo County, and the earliest evidence of human occupation in the region comes from archaeological sites along the coast. The project site is not located within or adjacent to a Burial Sensitivity Area identified in Figure 1 of the City's COSE.

Historic Setting

The City's COSE establishes various goals and policies to balance cultural and historical resource preservation with other community goals. These policies include, but are not limited to, the following:

- Identification, preservation, and rehabilitation of significant historic and architectural resources;
- Prevention of demolition of historically or architecturally significant buildings unless doing so is necessary to remove a threat to health and safety;
- Consistency in the design of new buildings in historical districts to reflect the form, spacing, and materials of nearby historic structures; and
- Identification and protection of neighborhoods or districts having historical character due to the collective effect of Contributing or Master List historic properties.

The project site is not located within the Historic Preservation (H) Overlay Zone, nor does it contain any built structures that may be considered potentially eligible historic resources.

- a) The project site is mostly undeveloped with the exception of a shed structure that would be removed as part of the project. Based on the Cultural Resources Survey Report, the records search and the field survey did not identify any new historic or other cultural resources within the project site, including the shed structure (CCARC 2021). Therefore, the project site does not contain buildings or structures that may be classified as potentially eligible historic resources. In addition, there are no identified historic buildings within the immediate vicinity the project. Therefore, the project would not result in a substantial adverse change in the significance of a historic resource pursuant to Section 15064.5 and potential impacts would be *less than significant*.
- b) No archaeological resources are known to occur within the project site. Mitigation Measure CR-1 is provided to address inadvertent discovery during project construction to ensure potential impacts would be *less than significant with mitigation*.
- c) No human remains are known to occur within proposed development areas, and the project site is not located near a Burial Sensitivity Area identified in Figure 1 of the City's COSE. The project would be required to comply with California Health and Safety Code Section 7050.5, which requires that no further disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner shall notify the Native American Heritage Commission within 24 hours. Therefore, based on required compliance with existing regulations, potential impacts related to disturbance of human remains would be *less than significant*.

Mitigation Measures

CR-1 If cultural resources are encountered during subsurface earthwork activities, all ground-disturbing activities within a 25-foot radius of the find shall cease and the City shall be notified immediately. Work shall not continue until a City-qualified archaeologist assesses the find and determines the need for further study. If the find includes Native American-affiliated materials, a local Native American tribal representative will be contacted to work in conjunction with the City-approved archaeologist to determine the need for further study. A standard inadvertent discovery clause shall be included in every grading and construction contract to inform contractors of this requirement. Any previously unidentified resources found during construction shall be recorded on appropriate California Department of Parks and Recreation (DPR) forms and evaluated for significance in consistent with California Code of Regulations, Title 14, Division 6, Chapter 3, Section 15064.5 by a qualified archaeologist.

If the resource is determined significant, the qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan, in conjunction with locally affiliated Native American representative(s) as necessary, that will capture those categories of data for which the site is significant. The archaeologist shall also

perform appropriate technical analysis, prepare a comprehensive report, and file it with the Central Coast Information Center (CCIC), located at the University of California, Santa Barbara, and provide for the permanent curation of the recovered materials.

Conclusion

With implementation of Mitigation Measure CR-1 for inadvertent discovery, the project would have a less-than-significant impact on cultural resources.

6. ENERGY

Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	1, 17, 19, 21	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	1, 17, 19, 20, 21	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Evaluation

Pacific Gas & Electric Company (PG&E) has historically been the primary electricity provider for the City. In October 2018, the City Council committed to joining 3CE and, beginning in January 2020, 3CE has become an alternative electricity provider within the city. 3CE is striving to provide 100% carbon-free electricity to city of San Luis Obispo customers by 2030.

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 City’s COSE establishes goals and policies to achieve energy conservation and increase use of cleaner, renewable, and locally controlled energy sources. These goals include increasing the use of sustainable energy sources and reducing reliance on non-sustainable energy sources to the extent possible and encouraging the provision for and protection of solar access. Policies identified to achieve these goals include, but are not limited to, use of best available practices in energy conservation, procurement, use, and production; energy-efficiency improvements; pedestrian- and bicycle-friendly facility design; and fostering alternative transportation modes.

a) During construction, fossil fuels, electricity, and natural gas would be used by construction vehicles and equipment. The energy consumed during construction would be temporary in nature and would be typical of other similar construction activities in the city. Federal and State regulations in place require fuel-efficient equipment and vehicles and prohibit wasteful activities; therefore, potential impacts associated with construction energy use would be *less than significant*.

The introduction and occupation of a new residence and ADU at the project site would result in a slight increase in consumption of energy resources associated with vehicle trips, electricity, and natural gas usage by project occupants. The project would be designed in full compliance with the CBC, including applicable green building standards. The project would result in mixed-fuel buildings and would be required to be in full compliance with the City’s Energy Reach Code. Compliance with existing building codes would ensure the project would not result in a

potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, and would not result in a significant environmental impact; therefore, impacts would be *less than significant*.

- b) The project would be designed in full compliance with the CBC including applicable green building standards. The project would be consistent with energy goals and policies in the COSE associated with use of best available practices in energy conservation and encouraging energy-efficient building design as required by the City’s Energy Reach Code. Therefore, the project would not result in a conflict with or obstruction of a State or local plan for renewable energy or energy efficiency, and impacts would be *less than significant*.

Mitigation Measures

Mitigation measures are not required.

Conclusion

Implementation of the project would result in a slight increase in energy usage. However, the project has been designed in full compliance with applicable energy efficiency standards and would not conflict with State or local plans for renewable energy or energy efficiency. No potentially significant impacts related to energy would occur, and mitigation measures are not required.

7. GEOLOGY AND SOILS

Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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.	22, 23, 26	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	22, 23	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	23, 24, 25	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	25, 26	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	25	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	23, 24, 25	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 1802.3.2 of the California Building Code (2013), creating substantial direct or indirect risks to life or property?	25	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	27	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Evaluation

The *City of San Luis Obispo General Plan Safety Element* identifies active, potentially active, and inactive mapped and inferred faults with the potential to affect the city in the event of rupture. The Los Osos Fault, adjacent to the western side of the city of San Luis Obispo, is identified under the State of California Alquist-Priolo Fault Hazards Act and is classified as active. The West Huasna, Oceanic, and Edna Faults are considered potentially active and present a moderate fault rupture hazard to developments near them. The San Andreas Fault and offshore Hosgri Fault, which present the most likely source of ground shaking for San Luis Obispo, have a high probability of producing a major earthquake within an average lifespan. The highest risk from ground shaking is found on deep soils that were deposited by water, are geologically recent, and have many pore spaces among the soil grains. These soils are typically found in valleys. Faults capable of producing strong ground-shaking motion in San Luis Obispo include the Los Osos, Point San Luis, Black Mountain, Rinconada, Wilmar, Pecho, Hosgri, La Panza, and San Andreas Faults. Engineering standards and building codes set minimum design and construction methods for structures to resist seismic shaking. Based on the DOC Fault Activity Map and the City’s Safety Element Earthquake Faults – Local Area map, the project site is not located within or in the immediate vicinity of an active fault zone.

Seismic-Related Ground Failure

Settlement is defined as the condition in which a portion of the ground supporting part of a structure or facility lowers more than the rest or becomes softer, usually because ground shaking reduces the voids between soil particles, often with groundwater rising in the process. Liquefaction is the sudden loss of the soil’s supporting strength due to groundwater filling and lubricating the spaces between soil particles because of ground shaking. Soils with high risk for liquefaction are typically sandy and in creek floodplains or close to lakes. In extreme cases of liquefaction, structures can tilt, break apart, or sink into the ground. The likelihood of liquefaction increases with the strength and duration of an earthquake. Based on the Ground Shaking and Landslide Hazards Map in the City’s Safety Element, the project site is located within an area with low liquefaction potential.

Slope Instability and Landslides

Slope instability can occur as a gradual spreading of soil, a relatively sudden slippage, a rockfall, or in other forms. Causes include steep slopes, inherently weak soils, saturated soils, and earthquakes. Improper grading and manmade drainage can be contributing factors. Much of the development in San Luis Obispo is in valleys, where there is low potential for slope instability. Based on the Ground Shaking and Landslide Hazards Map in the City’s Safety Element, the project site is located near an area with high and moderate landslide potential (Bishop Peak); however, the project site is within an area with low landslide potential.

Subsidence

Land subsidence is a gradual settling or sudden sinking of the Earth’s surface due to subsurface movement of earth materials. Primary causes are groundwater withdrawal, in which water is removed from pore space as the water table drops, causing the ground surface to settle; tectonic subsidence, where the ground surface is warped or dropped lower due to geologic factors such as faulting or folding; and earthquake-induced shaking that causes sediment liquefaction, which in turn can lead to ground-surface subsidence. Based on the U.S. Geological Survey (USGS) Areas of Land Subsidence in California Map, the project site is not located in an area of known subsidence.

Soil Limiting Factors

The project site is underlain by the Diablo and Cibo clays, 9 to 15 percent slopes. This well-drained soil has a very high runoff class and a depth to restrictive feature of more than 45 to 58 inches to paralithic bedrock. The typical profile for this soil unit is clay and weathered bedrock. Since the soil consists of clay, there is potential for expansion.

- a.i) Fault rupture refers to the displacement of ground surface along a fault trace that typically occurs during earthquakes of a magnitude 5 or higher. Based on Figure 3 (Earthquake Faults – Local Area) of the City’s Safety Element and the DOC Fault Activity Map of California, no known fault lines are mapped on or within 0.5 mile of the project site. Therefore, the rupture of a known earthquake fault directly under or adjacent to the project site is not anticipated to

occur and potential impacts related to substantial adverse effects involving rupture of a known earthquake fault would be *less than significant*.

- a.ii) The city is in a seismically active region and there is potential for the project to experience seismic ground shaking at some point(s) during the life of the project. The proposed development would be required to be designed in full compliance with seismic design criteria established in CBC Section 1613 and City-adopted engineering standards and practices to adequately withstand and minimize the risk associated with the level of seismic ground shaking expected to occur in the project region; therefore, impacts associated with strong seismic ground shaking would be *less than significant*.
- a.iii) Based on the Ground Shaking and Landslide Hazards Map in the City's Safety Element, the project site is located within an area with low liquefaction potential; therefore, development of the project within this area is not anticipated to result in adverse effects due to seismic-related ground failure. Proposed development would be required to be designed in compliance with standard seismic design criteria established in CBC Section 1613 to reduce risk associated with seismic-related ground failure, including liquefaction. Therefore, based on compliance with existing regulations, impacts related to substantial adverse effects due to seismic-related ground failure would be *less than significant*.
- a.iv) Based on the Ground Shaking and Landslide Hazards Map in the City's Safety Element, the project site is located within an area of low landslide potential. The project site has a gentle downward slope toward the on-site creek; however, the site and surrounding areas are predominantly flat, which further reduces the risk for a landslide to occur. In addition, the proposed development would be required to be designed in compliance with standard seismic design criteria established in the CBC and City-adopted engineering standards and practices to reduce risk associated with seismic-related ground failure; therefore, the project would not result in significant adverse effects associated with landslides, and impacts would be *less than significant*.
- b) The project site is characterized by a predominantly flat topography with a gentle downward slope toward the on-site creek and is mostly undeveloped with the exception of a shed structure and gated driveway on the property. The proposed project includes 0.8 acre (35,000 square feet) of ground disturbance, including 1,932 cy of cut and 650 cy of fill that could result in increased soil erosion during proposed project activities. The project would be required to prepare and implement a SWPPP with construction BMPs for erosion control, including, but not limited to, silt fencing, straw wattles, and berms. Addition of standard construction BMPs would minimize the amount of erosive runoff from the site during ground-disturbing activities. The project would also be required to comply with the Central Coast RWQCB requirements set forth in their Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region. Physical improvement of the project site would also be required to comply with the drainage requirements of the City's *Waterway Management Plan*. This plan was adopted for the purpose of ensuring water quality and proper drainage within the city's watershed. Based on the proximity of the project to the on-site creek, increased erosion may result in increased erosive runoff into the waterway. The project would be required to prepare an erosion and sediment control plan in compliance with the City's stormwater requirements. The erosion and sediment control plan would require restoration of soils along the creek corridor to avoid long-term impacts related to erosion and sedimentation. Following project completion, the project site would be developed with a single-family residence, an ADU, hardscapes, and landscaping, precluding the potential for substantial long-term erosion or loss of topsoil. Therefore, based on required compliance with existing requirements, potential impacts related to increased erosion would be *less than significant*.
- c) Landslides typically occur in areas with steep slopes or in areas containing escarpments. Based on the Ground Shaking and Landslide Hazards Map in the City's Safety Element, the project site is located on relatively flat land within an area with low landslide potential. Based on the City's Safety Element and USGS data, the project site is not located in an area of historical or current land subsidence. Based on the Ground Shaking and Landslide Hazards Map in the City's Safety Element, the project site is located within an area with low liquefaction potential. 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 CBC Chapter 18. Any issues identified in the report will be addressed through standard site construction techniques, as required by the CBC. The project would also be required to comply with CBC Section 1613 for seismic requirements to address potential seismic-related ground failure,

including lateral spread and liquefaction. Therefore, based on compliance with existing regulations, potential impacts related to location on a geologic unit or soil unit that is unstable would be *less than significant*.

- d) Based on the Soil Survey of San Luis Obispo County and Web Soil Survey, the project site is entirely underlain by Diablo and Cibo clays, 9 to 15 percent slopes. Typically, soils that consist of clay or clay materials have a higher shrink-swell potential than soils without clay or clay materials. The soil profile of Diablo and Cibo clays, 9 to 15 percent slopes, consists of clay and would be considered to have a high shrink-swell potential. The volume changes that soils undergo in this cyclical pattern can stress and damage slabs and foundations. A soils report prepared by a qualified engineer is required, per CBC Chapter 18 and Policy 4.7 of the City’s Safety Element, upon review of the building permit to evaluate the proposed development activities and provide specific recommendations to adequately protect future proposed development against soil stability hazards, including expansive soils. Typical precautionary measures would likely include premoistening of the underlying soil in conjunction with placement of non-expansive material beneath slabs, and a deepened and more heavily reinforced foundation. Therefore, based on compliance with existing regulations, potential impacts associated with expansive soils would be *less than significant*.
- e) The proposed project includes a new connection to the City’s sewer system. No septic tanks or alternative wastewater treatment systems are proposed on-site; therefore, *no impacts* would occur.
- f) The project site is underlain by the Franciscan Assemblage, which is comprised of previously sheared, slightly metamorphosed marine sedimentary and mafic volcanic rocks. Based on the lack of previously recorded vertebrate fossils and previous destruction of the parent material during subduction and metamorphosis, the Franciscan Assemblage has been determined to have a low paleontological sensitivity. Therefore, ground disturbance activities are not anticipated to uncover or otherwise disturb any known or unknown paleontological resources; therefore, impacts would be *less than significant*.

Mitigation Measures

Mitigation measures are not required.

Conclusion

Based on the location of the project site and underlying geologic and soil properties, and compliance with existing regulations including the CBC, potential impacts related to seismic and other ground failure and damage to paleontological resources would be less than significant. However, earthwork related to project construction has the potential to result in erosive runoff; however, adverse effects would be avoided or minimized through compliance with existing regulations. Therefore, impacts would be less than significant.

8. GREENHOUSE GAS EMISSIONS

Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	1, 11, 20, 55, 64	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	11, 19, 20, 52, 55, 64	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Evaluation

Greenhouse gases (GHGs) are any gases that absorb infrared radiation in the atmosphere and are different from the criteria pollutants discussed in Section 3, *Air Quality*. The primary GHGs that are emitted into the atmosphere because of human activities are CO₂, methane (CH₄), nitrous oxide (N₂O), and fluorinated gases. In 2012 the City’s *Climate Action Plan for*

Community Recovery was adopted. The plan identified measures and implementation strategies to achieve the City's GHG reduction target of 1990 emission levels by 2020. In 2020 the City prepared the updated 2020 Climate Action Plan (CAP), which outlines a strategy for achieving carbon neutrality by 2035, adopts sector specific goals, and provides foundational actions to establish a trajectory towards achieving those goals.

In 2018 the City prepared a community-wide inventory of GHG emissions for the 2016 calendar year. In 2016 San Luis Obispo's total GHG emissions were estimated to be 339,290 metric tons of carbon dioxide equivalence (MTCO_{2e}). As in 2005, transportation was the largest contributor to the city's total GHG emissions, with an estimated 212,980 MTCO_{2e} or 63% of the city's total emissions. Commercial and Industrial energy was the second largest sector with GHG emissions of 44,270 MTCO_{2e} or 13% of the city's total emissions. The sectors of residential energy and solid waste account for the remaining 26% of the city's total 2016 GHG emissions. Due to lagging data availability, 2016 is the most recent year for complete GHG inventory data. Statewide legislation, rules, and regulations have been adopted to reduce GHG emissions from significant sources. Senate Bill (SB) 32 and Executive Order (EO) S-3-05 extended the State's GHG reduction goals and required the CARB to regulate sources of GHGs to meet a State goal of reducing GHG emissions to 1990 levels by 2020, 40% below 1990 levels by 2030, and 80% below 1990 levels by 2050. Other Statewide policies adopted to reduce GHG emissions include Assembly Bill (AB) 32, SB 375, SB 97, Clean Car Standards, Low Carbon Fuel Standard, Renewable Portfolio Standard, California Building Codes, and the California Solar Initiative.

Appendix C of the 2020 CAP includes thresholds and guidance for the preparation of GHG emissions analysis under CEQA for projects within the city. To support progress toward the City's long-term aspirational carbon neutrality goal, plans and projects within the city that undergo CEQA review will need to demonstrate consistency with targets in the CAP, a Qualified GHG Emissions Reduction Plan, consistent with CEQA Guidelines Section 15183.5. According to the adopted SLOAPCD guidance, if a project is consistent with a qualified GHG reduction strategy, such as the City's 2020 CAP, the project would not result in a significant impact.

In October 2018, the City Council committed to joining 3CE, an existing community choice energy program that serves Santa Cruz, San Benito, and Monterey Counties and provides 100% carbon-free electricity with a rate savings relative to PG&E. Additionally, at its meeting on September 3, 2019, the City Council adopted the Clean Energy Choice Program for New Buildings. Unlike other cities that are banning natural gas entirely, the proposed Clean Energy Choice Program encourages clean, efficient, and cost-effective all-electric new buildings through incentives, local amendments to the California Energy Code, and implementation of the Carbon Offset Program. New projects wishing to use natural gas will be required to build more efficient and higher performing buildings and offset natural gas use by performing retrofits on existing buildings or by paying an in-lieu fee that will be used for the same purpose. When paired with cost-comparable modern electric appliances and carbon-free electricity from 3CE, all-electric new buildings are operationally GHG emissions-free and cost effective and help achieve the community's climate action goals.

- a) As discussed previously, the proposed project would be consistent with the land use density and projected growth of the City's R-1 land use designation. As such, the project is expected to be consistent with the demographic and land use assumptions used for development of the City's 2020 CAP.

During construction, fossil fuels and natural gas would be used by construction vehicles and equipment. The project would be required to comply with federal and State regulations in place that require fuel-efficient equipment and vehicles and prohibit wasteful activities, such as diesel idling. Construction GHG emissions were calculated using the CalEEMod, version 2020.4.0, computer program, included as Attachment 2. The project would result in approximately 32.34 MTCO_{2e}/year of construction-related GHG-emissions without mitigation, over the 24-month construction period. To be conservative, amortized construction generated GHG emissions were included in annual post-construction GHG emissions estimates, included in Table 5 below. Based on required compliance with existing regulations and Mitigation Measure AQ-1, which identifies idling restrictions, construction of the project would generate less than the estimated 32.34 MTCO_{2e}/year of GHG emissions.

Implementation of the project would result in the occupation of a new 4,941-sf single-family residence, a detached 825-sf ADU, and other residential amenities. The main sources of post-construction emissions include limited vehicle trips to and from the project site and energy use. The project would be designed in full compliance with the CBC, including applicable green building standards. Operational GHG emissions were estimated for this project using the CalEEMod, version 2020.4.0, computer program, included as Attachment 2. As shown in Table 5 below, the project

would result in approximately 31.99 MTCO₂e/year of GHG emissions without mitigation. Amortized GHG emissions, when averaged over an assumed 25-year life of a project, would total approximately 12.66 MTCO₂e/year.

Table 5. Operational GHG Emissions

Source	Total MTCO ₂ e
Construction Emissions	
Total Construction Emissions	316.44 MTCO ₂ e/year
Amortized Construction Emissions (Over 25 Years)	12.66 MTCO ₂ e/year
Operational Emissions	
Annual Operational Emissions	31.99 MTCO ₂ e/year
Total Operational Emissions with Amortized Construction Emissions	44.65 MTCO ₂ e/year
Service Population (Residents)	6 ¹
MTCO ₂ e / Service Population	7.44 MTCO ₂ e/year
2020 CAP Threshold (per resident)	0.7/resident (4.2 MTCO ₂ e/year)
Reduction Required to Meet CAP Threshold (MTCO ₂ e)	40.45 MTCO ₂ e/year
Reduction Required to Meet CAP Threshold (MTCO ₂ e/Service Population)	6.74 MTCO ₂ e/year

Source: CalEEMod 2021 (v. 2020.4.0)

1. Population assumption based on three persons per proposed unit

As discussed in threshold (b) below, the project would be consistent with the City’s GHG Checklist, including requirements for clean energy systems, green buildings, a connected community, a circular economy, and natural solutions. The project would use energy provided by 3CE and would be fully compliant with applicable CBC requirements for development of green buildings and the City’s Energy Reach Code. There are several transit stops within one mile of the project site, and the nearest is located approximately 0.4 mile south of the site along Patricia Drive, near Highland Drive. There is a commercial center located approximately 1.2 miles southeast of the project site and includes a grocery store, a convenience store, restaurants, and other services. In addition, there are several bicycle lanes located within the project vicinity, including a Class III bicycle lane along Patricia Drive (south of Highland Drive) and a Class II bicycle lane along Foothill Boulevard. Based on consistency with the City’s GHG Checklist and accessibility to nearby transit stops, bicycle lanes, and commercial centers, the project would be consistent with the City’s 2020 CAP; therefore, impacts would be *less than significant*.

- b) The San Luis Obispo Council of Governments (SLOCOG) was assigned a GHG-reduction target of 11% from transportation sources by 2035. SLOCOG adopted the *2019 Regional Transportation Plan/Sustainable Community Strategies (RTP/SCS)* in June 2019, which includes the region’s SCS and meets the requirements of SB 375. In September 2018, the City Council directed City staff to develop a climate action plan with a reduction target of carbon neutrality by 2035. A carbon neutrality by 2035 target would require achieving a far greater reduction than the SB 32 requirements by 2030, as identified in the State’s 2017 Scoping Plan. On July 20, 2020, SLOCOG issued a letter which determined that the City’s CAP was consistent with the GHG reduction noted in the SCS for meeting the State’s 2030 GHG-reduction target. As a result, determination of consistency with the City’s CAP would ensure consistency with the GHG-reduction targets identified in the RTP/SCS.

The City’s 2020 CAP identifies six pillars, each of which includes long-term goals, measures, and foundational actions for reducing GHG emissions throughout the city. The pillars are as follows:

1. Leading by Example: Create a Municipal Action Plan by 2020 and achieve carbon neutral government operations by 2030.
2. Clean Energy Systems: Achieve 100% carbon-free electricity by 2020.

3. Green Buildings: Generate no net new building emissions from on-site energy use by 2020 and achieve a 50% reduction in existing building on-site emissions (after accounting for 3CE) by 2030.
4. Connected Community: Achieve the General Plan mode split objective by 2030 and have 40% VMT by electric vehicles by 2030.
5. Circular Economy: Achieve 75% diversion of landfilled organic waste by 2025 and 90% by 2035.
6. Natural Solutions: Increase carbon sequestration on the San Luis Obispo Greenbelt and Urban Forest through compost application-based carbon farming activities and tree planting to be ongoing through 2035.

Projects that are consistent with the demographic forecasts and land use assumptions used in the 2020 CAP can use the City’s CEQA GHG Emissions Analysis Compliance Checklist to demonstrate consistency with the 2020 CAP’s GHG emissions reduction strategy. The demographic forecasts and land use assumptions of the CAP are based on the *City of San Luis Obispo General Plan Land Use Element (LUE)* and *City of San Luis Obispo General Plan Circulation Element*. If a plan or project is consistent with the existing 2014 General Plan land use and zoning designations of the project site, then the project would be considered consistent with the demographic forecasts and the land uses assumptions of the Climate Action Plan. The project is consistent with the City’s land use and zoning designation and would be consistent with the demographic and land use assumptions used for the development of the 2020 CAP. The proposed project would not result in an increase in employment or population estimates that would conflict with those used for development of the City’s CAP or SLOCOG’s RTP/SCS.

Based on the City’s VMT Thresholds of Significance for Land Use Projects, a residential project generates 14.25 VMT per capita. The City’s Screening Criteria for Land Use Projects Exempt from VMT analysis states that small development projects (project anticipated to generate less than 110 daily vehicle trips) may be assumed to cause a less than significant impact. In addition, as shown on the City of San Luis Obispo Residential VMT Screening Map, the project site is located in a residential area that generates less than 85% of average VMT. Therefore, because the project would generate less than 110 trips per day, and is located within an area that generates less than 85% of average VMT (14.25 VMT per capita), VMT impacts would be less than significant.

The City has prepared a CEQA GHG Emissions Analysis Compliance Checklist for plans and projects to ensure that they are consistent with the pillars of the CAP. As identified below in Table 6, the project would be consistent with the CEQA GHG Emissions Analysis Compliance Checklist. Therefore, potential impacts associated with a conflict with a plan or policy adopted for the purpose of reducing GHG emissions would be *less than significant*.

Table 6. Project Consistency with the City’s Climate Action Plan

Climate Action Plan Measures	Project Consistency
Clean Energy Systems	
Does the Project include an operational commitment to participate in Central Coast Community Energy?	Consistent. The project would use energy from 3CE.
Green Buildings	
Does the Project exclusively include “All-electric buildings”? For this checklist, the following definitions and exemptions apply: <i>All-electric building.</i> A new building that has no natural gas plumbing installed within the building and that uses electricity as the source of energy for all space heating, water heating, cooking appliances, and clothes drying appliances. An All-Electric Building may be plumbed for the use of natural gas as fuel for appliances in a commercial kitchen.	Consistent. The project would include a mixed-fuel building. As proposed, the project would document compliance with the City’s Energy Reach Code on final construction plans to be approved by the City.

<p>Specific exemptions to the requirements for all-electric buildings include:</p> <p>Commercial kitchens</p> <ol style="list-style-type: none"> a. The extension of natural gas infrastructure into an industrial building for the purpose of supporting manufacturing processes (i.e., not including space conditioning). b. Accessory Dwelling Units that are attached to an existing single-family home. Essential Service Buildings including, but not limited to, public facilities, hospitals, medical centers and emergency operations centers. c. Temporary buildings. d. Gas line connections used exclusively for emergency generators. e. Any buildings or building components exempt from the California Energy Code. f. Residential subdivisions in process of permitting or constructing initial public improvements for any phase of a final map recorded prior to January 1, 2020, unless compliance is required by an existing Development Agreement. <p>If the proposed project falls into an above exemption category, what measures are applicants taking to reduce onsite fossil fuel consumption to the maximum extent feasible? If not applicable (N/A), explain why this action is not relevant.</p>	
Connected Community	
<p>Does the Project comply with requirements in the City’s Municipal Code with no exceptions, including bicycle parking, bikeway design, and EV charging stations?</p>	<p>Consistent. The project would include two parking spaces, which is consistent with the requirements in the City’s Municipal Code. Based on the type of development, the project would not be required to provide bicycle parking or EV stations.</p>
<p>Is the estimated Project-generated Vehicle Miles Traveled (VMT) within the City’s adopted thresholds, as confirmed by the City’s Transportation Division?</p> <p>If “No,” does the Project/Plan include VMT mitigation strategies and/or a Transportation Demand Management (TDM) Plan approved by the City’s Transportation Division?</p>	<p>Consistent. Based on proposed development of a single-family residence and an ADU, the project would not result in VMT exceeding significance thresholds.</p>
<p>Does the Project demonstrate consistency with the City’s Bicycle Transportation Plan?</p>	<p>Consistent. Based on the type of development, the project would not be required to provide bicycle parking or bicycle facilities in compliance with the City’s Municipal Code. However, the project includes adequate bicycle storage for residents of the proposed residence.</p>
Circular Economy	

Will the Project subscribe all units and/or buildings to organic waste pick up and provide the appropriate on-site enclosures consistent with the provisions of the City of San Luis Obispo Development Standards for Solid Waste Services? Please provide a letter from San Luis Garbage company verifying that the project complies with their standards and requirements for organic waste pick up.	Consistent. Proposed development includes a solid waste enclosure as well as green and recycled material bins, which is consistent with the City’s solid waste standards. The proposed project would be provided solid waste services by the City, with pick-up once a week.
Natural Solutions	
Does the Project comply with Municipal Code requirements for trees?	Consistent. The project would require removal of riparian trees, which would require compensation per Section 12.24.090 (Tree Removal) of the City’s Municipal Code. In addition, the project would include trees and vegetation throughout the proposed development.

Mitigation Measures

Mitigation measures are not necessary.

Conclusion

The project would be consistent with the City’s GHG Checklist, including requirements for clean energy systems, green buildings, a connected community, a circular economy, and natural solutions. The project site is located near a commercial center, several transit stops, and bicycle lanes. Based on consistency with the City’s GHG Checklist, the project would be consistent with the City’s 2020 CAP; therefore, impacts would be less than significant.

9. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	1	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	1	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	28, 29, 30	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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?	31	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	23	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	23, 51	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Evaluation

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. California Government Code Section 65962.5 requires the California Environmental Protection Agency (CalEPA) 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 (DTSC) 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 (SWRCB) 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/>.

Based on a review of the DTSC EnviroStor and SWRCB GeoTracker databases, the project site is not an active hazardous site, nor has it previously been recorded as a hazardous site. In addition, there are no active hazardous sites in the vicinity of the project site.

a) Construction of the proposed project would require the use of commonly used hazardous substances (e.g., fuel, gasoline, cleaners, solvents, oils, paints, etc.). Construction contractors would be required to comply with applicable federal and State environmental and workplace safety laws for the handling of hazardous materials, including the federal Occupational Safety and Health Administration (OSHA) Process Safety Management Standard (California Code of Regulations [CCR] 29.1910.119), which includes requirements for preventing and minimizing the consequences of accidental release of hazardous materials. Any commonly used hazardous substances used during occupation of the residence (e.g., cleaners, solvents, oils, paints, etc.) would be transported, stored, and used according to regulatory requirements and existing procedures for the handling of hazardous materials. Therefore, potential impacts associated with the routine transport, use, or disposal of hazardous substances would be *less than significant*.

b) The project site is mostly undeveloped. The only exception is a shed located on-site, which would be removed as part of the project. As described in Section 3, *Air Quality*, the project site is within an area identified as having a potential for NOA to occur. Pursuant to SLOAPCD requirements and the CARB ATCM for Construction, Grading, Quarrying, and Surface Mining Operations, the Applicant is required to provide a geologic evaluation prior to any construction activities and comply with existing regulations regarding NOA, if present. Mitigation Measure AQ-3 has 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 on-site.

After construction and occupation, the project would not require the handling or use of hazardous materials or volatile substances that would result in a significant risk of accidental release. Any commonly used hazardous substances used after construction (e.g., cleaners, solvents, oils, paints, etc.) would be transported, stored, and used according to regulatory requirements and existing procedures for the handling of hazardous materials.

Therefore, potential impacts would be *less than significant with mitigation*.

- c) The nearest school is Old Mission Pre-School, located approximately 0.35 mile south of the project site; therefore, the project would not result in the use of hazardous materials within 0.25 mile of a school and *no impacts* would occur.
- d) Based on a search of the DTSC EnviroStor database, SWRCB GeoTracker database, and CalEPA Cortese List website, there are no previously identified hazardous materials sites within or adjacent to the project site. Proposed ground disturbance would not result in the release of any known hazardous materials; therefore, *no impacts* would occur.
- e) San Luis Obispo County Regional Airport is the nearest airport to the project site, located approximately 5.25 miles south of the project site. The project is outside of the Airport Influence Area and any Safety Zone designations established under the airport’s Airport Land Use Plan (ALUP). Therefore, the project would not be located within 2 miles of an airport or under the jurisdiction of an ALUP, and *no impacts* would occur.
- f) Project construction is not anticipated to result in temporary traffic controls along Patricia Drive and no full road closures would be necessary. Project implementation would not result in a significant temporary or permanent impact on any adopted emergency response plans or emergency evacuation plans. Therefore, the project would result in *less than significant impacts* related to the potential for impairment of implementation of emergency response plans or emergency evacuation plans.
- g) The project site is located within a developed area of the city in a low fire hazard severity zone (FHSZ) designated by the City’s COSE. Bishop Peak is located approximately 750 feet to the west of the project site and is designated as an extreme, high, and moderate FHSZ by the City’s COSE. The project site is mostly undeveloped but has been regularly maintained to reduce fire risk. New buildings would be required to comply with all applicable fire safety rules and regulations, including the California Fire Code and PRC. For these reasons, the project would result in *less than significant impacts* related to exposure to wildland fire.

Mitigation Measures

Implement Mitigation Measure AQ-3.

Conclusion

The project does not propose the long-term routine transport, use, handling, or disposal of hazardous substances. The project is not located within 0.25 mile of a school or within the Airport Influence Area or ALUP safety zone designation. Mitigation Measure AQ-3 has 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 on-site. Project implementation would not subject people or structures to substantial risks associated with wildland fires and would not impair implementation of or interfere with any adopted emergency response or evacuation plan. Potential impacts associated with hazards and hazardous materials would be *less than significant with mitigation*.

10. HYDROLOGY AND WATER QUALITY

Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	1, 2, 7, 53, 62	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	1, 33, 34	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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;	1, 36, 53, 63	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	1, 36, 53, 62, 63	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	1, 36, 53, 62, 63	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Impede or redirect flood flows?	1, 23, 32, 59, 63	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	1, 2, 23, 32, 35	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	1, 2, 33, 36	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Evaluation

The project site is located within the San Luis Obispo Creek watershed. The San Luis Obispo Creek watershed is an approximately 53,271-acre coastal basin in southern San Luis Obispo County. It rises to an elevation of about 2,500 feet above sea level in the Santa Lucia Range. San Luis Obispo Creek flows to the Pacific Ocean just west of Avila Beach and has six major tributary basins: Stenner Creek, Prefumo Creek, Laguna Lake, East Branch San Luis Obispo Creek, Davenport Creek, and See Canyon. The project site supports a portion of Twin Ridge Creek that flows in a north to south direction and bisects the central portion of the project area. The portion of Twin Ridge Creek on-site begins at a culvert in the northern portion of the project site and ultimately provides connection to other creeks within the city (City of San Luis Obispo 2021a; David Wolff Environmental 2021a).

The City participates in the State General Permit NPDES permit program governing stormwater. Thus, the City is required to implement the Central Coast RWQCB’s adopted Post-Construction Stormwater Management requirements through the development review process. The primary objective of these post-construction requirements is to ensure that the permittee is reducing pollutant discharges to the maximum extent practicable and preventing stormwater discharges from causing or contributing to a violation of receiving water quality standards in all applicable development projects that require approvals and/or permits issued.

The 100-year flood zone identifies areas that would be subject to inundation in a 100-year storm event, or a storm with a 1% chance of occurring in any given year. According to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map 06079C1066G, effective date November 16, 2012, the eastern portion of the project site is located within Zone X, an area with limited potential for annual flooding.

In 2015 the State legislature approved the Sustainable Groundwater Management Act (SGMA), which requires governments and water agencies of high- and medium-priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under the SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. The project would be serviced by the City’s water system, which has four primary water sources— Whale Rock Reservoir, Salinas Reservoir, Nacimiento Reservoir, and recycled water (for irrigation)—with groundwater serving as a fifth supplemental source.

- a) The project site is relatively flat with a gentle slope downward toward the portion of Twin Ridge Creek that is on-site. The project would require the use of construction equipment that would increase the potential for polluted runoff

during construction activities. The proposed project also includes 0.8 acre (35,000 square feet) of ground disturbance, including 1,932 cy of cut and 650 cy of fill that could result in increased soil erosion during ground-disturbing activities. Project improvements would be located in close proximity to the on-site creek; therefore, increased erosive and/or polluted runoff may result in indirect water quality impacts.

Based on the amount of proposed ground disturbance, consistent with the Municipal Code and as part of the building permit process, the project would require a SWPPP with BMPs including, but not limited to, erosion and pollution control measures such as silt fencing, straw wattles, berms, and vehicle maintenance and storage. Implementation of standard construction BMPs would reduce the potential for polluted runoff during equipment and vehicle use and would minimize the amount of erosive runoff from the site during ground-disturbing activities. In addition, Mitigation Measure BIO-4 would require vehicle storage and refueling to occur outside of the creek area to avoid accidental fuel spills. The project would be required to comply with the Central Coast RWQCB requirements set forth in their Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast region.

Proposed physical improvement of the project site would also be required to comply with the drainage requirements of the City's *Waterway Management Plan*. This plan was adopted for the purpose of ensuring water quality and proper drainage within the city's watershed. As part of these requirements, the City has been mandated to establish a set of minimum designated BMPs and Pollution Prevention Methods (PPMs). BMPs are steps taken to minimize or control the amount of pollutants and runoff. PPMs are strategies to eliminate the use of polluting materials and/or exposure of potential pollutants to rainwater or other sources of runoff. Additionally, the project would be required to prepare an erosion and sediment control plan for short- and long-term erosion control in compliance with the City's stormwater requirements. The project site would be developed with a single-family residence, an ADU, hardscapes, and landscaping, precluding the potential for substantial long-term erosion or loss of topsoil. Therefore, based on required compliance with existing requirements and implementation of Mitigation Measure BIO-4, potential impacts related to violation of water quality standards would be *less than significant with mitigation*.

- b) Implementation of the project would result in 12,540 sf of new impervious surfaces, including a single-family residence, an ADU, and other hardscapes. This would result in an approximate 20% increase in impervious surface areas, leaving 80% of the project parcel undeveloped. To further allow for groundwater infiltration on-site, the project would maintain the on-site creek and associated corridor, construct driveways with permeable pavers, and reduce driveway width where feasible. While the construction of the residence and ADU would introduce additional impervious surfaces to the project site, this development would result in less than 20% coverage of the project site. Because the project would retain most of the site as pervious, the project is not anticipated to disrupt groundwater recharge on-site, and impacts would be *less than significant*.

- c.i-iii) Project construction consists of 0.8 acre (35,000 square feet) of ground disturbance that could result in temporary impacts to drainage patterns in the area through erosive runoff. The project would be required to develop and implement a Water Pollution Control Plan to protect stormwater runoff, including measures to prevent soil erosion. In addition, the project would be required to prepare an erosion and sediment control plan in compliance with the City's stormwater requirements to reduce the potential for short- and long-term erosion from implementation of the project. Following project construction, the project site would be developed with new residential units, hardscapes, or otherwise landscaped areas, precluding the potential for substantial erosion or loss of topsoil. The project would require work within the on-site creek for installation of the span bridge but would not disrupt the creek's ability to convey surface water or other flows. Based on the Preliminary Hydrology Study prepared by Chacon Associates, LLC (Attachment 5) for the project, the proposed bridge would be required to be a minimum of 2.5 feet above the creek bottom to allow for potential 100-year flood flows.

Implementation of the project would result in new impervious surfaces that have potential to increase polluted or other surface runoff. However, the project would maintain the majority of the site as pervious (approximately 80%) and would further reduce impervious surface area by mostly maintaining the on-site creek and associated corridor, constructing driveways with permeable pavers, and reducing driveway width where feasible as required by the City's post-construction stormwater requirements. Compliance with existing regulations would minimize potential impacts to drainages during project construction; therefore, project impacts would be *less than significant*.

- c.iv) According to FEMA Flood Insurance Rate Map 06079C1066G, effective date November 16, 2012, project site is located within Zone X, area of minimal flood hazard. Implementation of the project would result in minor alterations

to the on-site creek for construction of the span bridge and associated footings and supports. However, minor alterations would not impede or redirect flood flows because the project site is not located within a flood hazard zone. Therefore, potential impacts associated with impeding or redirection of flood flows would be *less than significant*.

- d) Based on the San Luis Obispo County Tsunami Inundation Maps, the project site is not located in an area with potential for inundation by a tsunami. The project site is not located within close proximity to a standing body of water with the potential for a seiche to occur. Therefore, there would be *no impacts* associated with potential inundation due to tsunami or seiche.
- e) Per the *City of San Luis Obispo General Plan Water and Wastewater Element*, Policy A2.2.1, the City has four primary water supply sources—Whale Rock Reservoir, Salinas Reservoir, Nacimiento Reservoir, and recycled water (for irrigation); groundwater serves as a fifth supplemental source. The project includes stormwater treatment and storage facilities and would not conflict with the City’s Waterways Management Plan or other water quality control plans. The project would be supplied water by the City of San Luis Obispo, which has ample water supply based on diversification of its water resources. Water supply analysis is further discussed in Section 19, Utilities and Service Systems. In addition, the project site would maintain approximately 80% of the site’s pervious surfaces and would install other measures to allow for groundwater recharge at the site. In addition, the project would not conflict with the SGMA because the City has moved away from using groundwater as a primary water supply source, which is consistent with the San Luis Valley Groundwater Sustainability Plan. Therefore, the project would not conflict with the SGMA, Central Coast Basin Plan, or other local or regional plans or policies intended to manage water quality or groundwater supplies; therefore, impacts would be *less than significant*.

Mitigation Measures

Implement Mitigation Measure BIO-4.

Conclusion

Through project design, standard BMPs, PPMs, and City Engineering Standards, the project would not substantially impede or redirect flood flows, alter existing drainage patterns, degrade surface water quality, decrease groundwater supplies, or conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The project would retain the preconstruction infiltration rates and volume currently occurring on the unimproved project site. Therefore, through compliance with existing regulations and implementation of identified mitigation measures, impacts related to hydrology and water quality would be less than significant.

11. LAND USE AND PLANNING

Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	N/A	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	1, 2, 5	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Evaluation

The project site is located on a single, mostly undeveloped flag lot within the R-1-PD zone in the northwestern portion of the city. The flag lot was created as part of the Tract 1192 subdivision, which was approved by the City in 1985. The project site is accessible by a private, gated driveway off of Patricia Drive. The project site is generally surrounded by one- and two-story single-family residential uses. Land uses surrounding the project site are as follows:

- **North:** single-family residential development
 - **South:** single-family residential development
 - **East:** single-family residential development
 - **West:** single-family development between Patricia Drive and the portion of the site proposed for development; to the west of Patricia Drive, Bishop Peak and Felsman Loop Trailhead
- a) The project would result in the development of a 4,941-sf single-family residence and detached 825-sf ADU within the R-1-PD zone. The project would be surrounded by other single-family residential land uses and would not physically divide an established community. The project would be consistent with the existing level of development in the project vicinity and would not create, close, or impede any existing public or private roads, or create any other barriers to movement or accessibility within the community. Therefore, the project would not physically divide an established community and *no impacts* would occur.
- b) The project is consistent with existing surrounding development and proposes a compatible land use. The project would be consistent with the property’s R-1 land use designation and the guidelines and policies for development within the R-1-PD zoning designation. The COSE includes various goals and policies to maintain, enhance, and protect natural communities within the City’s planning area. These policies include, but are not limited to, protection of listed species and SSC, preservation of existing wildlife corridors, protection of significant trees, and maintaining development setbacks from creeks. Implementation of Mitigation Measures BIO-1 through BIO-4 would ensure potential impacts to the on-site creek and associated riparian corridor and special-status plant and animal species resulting from construction activities would be avoided and/or minimized and the project would not result in a conflict with local policies or ordinances protecting biological resources and impacts. Therefore, the project would not conflict with policies or regulations adopted to avoid or mitigate environmental effects and impacts would be *less than significant with mitigation*.

Mitigation Measures

Implement Mitigation Measures BIO-1 through BIO-4.

Conclusion

The proposed project would not physically divide an established community and would be consistent with surrounding land uses. Implementation of Mitigation Measures BIO-1 through BIO-4 would ensure potential impacts to biological resources would not result in a conflict with local policies or ordinances protecting biological resources and potential impacts would be less than significant.

12. MINERAL RESOURCES

Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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?	2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><u>Evaluation</u></p> <p>Based on the City’s COSE, mineral extraction is prohibited within City limits.</p> <p>a,b) No known mineral resources are present within the project site and future extraction of mineral resources is very unlikely due to the urbanized nature of the area. Therefore, <i>no impacts</i> would occur.</p> <p><u>Mitigation Measures</u></p> <p>Mitigation measures are not required.</p> <p><u>Conclusion</u></p> <p>No impacts to mineral resources were identified; therefore, mitigation measures are not required.</p>					

13. NOISE

Would the project result in:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	5, 37, 38, 39, 58, 61	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	38, 39, 40	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	31	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<p><u>Evaluation</u></p> <p>The <i>City of San Luis Obispo General Plan Noise Element</i> establishes standards for maximum acceptable noise levels associated with stationary and transportation sources. Noise created by new transportation noise sources is required to be mitigated to not exceed the maximum acceptable noise levels identified in Table 7.</p> <p>Outdoor activity areas are not defined in the City’s Noise Element but are defined in the <i>City of San Luis Obispo, Noise Guidebook, Measurement & Mitigation Techniques</i>. The guidebook states that outdoor activity areas are “patios, decks, balconies, outdoor eating areas, swimming pool areas, yards of dwellings, and other areas commonly used for outdoor activities and recreation.”</p> <p>The City’s Noise Element also identifies Policy 1.4 regarding noise created by new transportation sources, including road, railroad, and airport expansion projects. Policy 1.4 states noise from these sources shall be mitigated to not exceed the levels specified in Table 7 for outdoor activity areas and indoor spaces of noise-sensitive land uses.</p>					
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Table 7. Maximum Noise Exposure for Noise-Sensitive Uses due to Transportation Noise Sources

Noise-Sensitive Use	Outdoor Activity Areas ¹	Indoor Spaces		
	Ldn or CNEL, in dB	Ldn or CNEL, in dB	Leq in db ²	Lmax in dB ³
Residences, hotels, motels, hospitals, nursing homes	60	45	–	60
Theaters, auditoriums, music halls	–	–	35	60
Churches, meeting halls, office building, mortuaries	60	–	45	–
Schools, libraries, museums	–	–	45	60
Neighborhood parks	65	–	–	–
Playgrounds	70	–	–	–

Notes: CNEL = Community Noise Equivalent Level; Ldn = day-night average sound level; Leq = equivalent continuous sound level; Lmax = maximum sound level.

¹ If the location of outdoor activity areas is not shown, the outdoor noise standard shall apply at the property line of the receiving land use.

² As determined for a typical worst-case hour during periods of use.

³ Lmax indoor standard applies only to railroad noise at locations south of Orcutt Road.

Source: City of San Luis Obispo General Plan Noise Element 1996

Per City Municipal Code Chapter 9.12 Noise Control, operating tools or equipment used in construction between weekday hours of 7:00 p.m. and 7:00 a.m. or any time on Sundays or holidays is prohibited, except for emergency works of public service utilities or by exception issued by the Community Development Department. The Municipal Code also states that construction activities shall be conducted in such a manner, where technically and economically feasible, that the maximum noise levels at affected properties will not exceed 85 A-weighted decibels (dBA) at mixed residential/commercial uses. Based on the City Municipal Code (9.12.050.B.7), operating any device that creates vibration that is above the vibration perception threshold of an individual at or beyond 150 feet from the source if on a public space or right-of-way is prohibited.

- a) During project construction, noise from construction activities may intermittently dominate the noise environment in the immediate area. The project would require the use of typical construction equipment (dozers, excavators, etc.) to prepare the land and construct the two new buildings. Typical noise levels produced by equipment commonly used in construction projects are shown in Table 8.

Table 8. Construction Equipment Noise Emission Levels

Equipment Type	Typical Noise Level (dBA) 50 ft from Source
Concrete Mixer, Dozer, Excavator, Jackhammer, Man Lift, Paver, Scraper	85
Heavy Truck	84
Crane, Mobile	83
Concrete Pump	82
Backhoe, Compactor	80

Source: Federal Highway Administration (FHWA) 2017

As shown above, construction equipment that would be used during project construction would not exceed 85 dBA and would be similar to the level of other construction activity within the city. Construction-related noise would be intermittent and temporary in nature. However, the project site is a flag lot and is directly adjacent to existing residential sensitive receptor locations located in all directions. Mitigation Measures N-1 through N-3 have been included to require construction noise reduction measures during all construction activities.

Upon completion of construction activities, the project would include the use of a heating, ventilation, and air conditioning (HVAC) system that would have the potential to contribute additional noise to the existing noise environment, as well as limited mobile noise from project-related traffic. The project would result in the occupation of a single-family residence and detached ADU, which would be consistent with the level and density of surrounding development. Due to the project's consistency with the surrounding level of development, additional noise generated by the project's HVAC system or other features would not result in a noticeable increase in ambient noise levels. Relative to vehicular noise, a doubling of traffic is typically needed to produce a noise increase that is audible to the human ear. The project would result in a limited number of additional vehicle trips along Patricia Drive based on the type of proposed development. Therefore, the project does not include components that would significantly add to long-term ambient noise in the project vicinity. For these reasons, potential impacts associated with generation of a substantial temporary or permanent increase in ambient noise levels would be *less than significant with mitigation*.

- b) The project does not propose pile-driving or other high-impact activities that would generate substantial noise or groundborne vibration during construction. Use of heavy equipment would generate groundborne noise and vibration; however, noise would be temporary and intermittent and there are no unusual building conditions (i.e., historical buildings) in the project vicinity that would be substantially affected by this groundborne vibration. Further, construction activity would be required to occur between 7:00 a.m. and 7:00 p.m., which is consistent with the City's Municipal Code. Based on the proposed construction activities, groundborne vibration is expected to be imperceptible at adjacent properties. Therefore, potential impacts would be *less than significant*.
- c) The project site is not located within 2 miles of an airport or within a designated Safety Zone established by the ALUP. Therefore, the project would not result in excessive airport-related noise for project occupants and *no impacts* would occur.

Mitigation Measures

N-1 For the entire duration of the construction phase of the project, the following noise reduction measures shall be adhered to:

1. Stationary construction equipment that generates noise that exceeds 60 A-weighted decibels (dBA) at the project boundaries shall be shielded with the most modern noise control devices (i.e., mufflers, lagging, and/or motor enclosures).
2. Impact tools (e.g., jack hammers, pavement breakers, rock drills, etc.) used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools.
3. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used.
4. All construction equipment shall have the manufacturers' recommended noise abatement methods installed, such as mufflers, engine enclosures, and engine vibration insulators, intact and operational.
5. All construction equipment shall undergo inspection at periodic intervals to ensure proper maintenance and presence of noise control devices (e.g., mufflers, shrouding, etc.).

N-2 Construction plans shall note construction hours, truck routes, and all construction noise reduction measures and shall be reviewed and approved by the City Community Development Department prior to issuance of grading/building permits. The Applicant shall post signs stating these restrictions at construction entry sites prior to commencement of construction and shall maintain these signs throughout the construction phase of the project. All construction workers shall be briefed at a preconstruction meeting on construction hour limitations and how, why, and where noise reduction measures are to be implemented.

N-3 For all construction activity at the project site, additional noise attenuation techniques shall be employed as needed to ensure that noise levels are maintained within levels allowed by the City of San Luis Obispo Municipal Code, Title 9, Chapter 9.12 (Noise Control). Such techniques shall include, but are not limited to, the following:

- Sound blankets shall be used on noise-generating equipment;

- Stationary construction equipment that generates noise levels above 65 dBA at the project boundaries shall be shielded with a barrier that meets a sound transmission class (a rating of how well noise barriers attenuate sound) of 25;
- All diesel equipment shall be operated with closed engine doors and shall be equipped with factory-recommended mufflers;
- The movement of construction-related vehicles, except for passenger vehicles, along roadways adjacent to sensitive receptors shall be limited to the hours between 7:00 A.M. and 7:00 P.M., Monday through Saturday. No movement of heavy equipment shall occur on Sundays or official holidays (e.g., Thanksgiving, Labor Day); and
- Temporary sound barriers shall be constructed between construction sites and affected uses.

Conclusion

The project would not exceed City Municipal Code noise standards for residential development. However, the project would be near sensitive receptor locations. Therefore, Mitigation Measures N-1 through N-3 are included to reduce potential impacts. The project would not expose project occupants to excessive airport noise. Therefore, impacts related to noise would be less than significant with mitigation.

14. POPULATION AND HOUSING

Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?	41, 42	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Evaluation

According to the City’s *General Plan 2020 Annual Report*, the average growth rate between 2015 and 2019 was 0.47%. In 2020 the city’s residential growth rate grew to 1.21%. The growth was likely caused by City-issued permits for 210 new units within specific plan areas (of the 261 total units subject to growth management limitations). Despite the growth in 2020, the city has maintained a 6-year average annual residential growth rate of 0.6% per year, in compliance with the 1% maximum average annual residential growth rate (City LUE Policy 1.11.2). San Luis Obispo contains the largest concentration of jobs in the county. During workdays, the city’s population increases to an estimated 70,000 persons.

The *City of San Luis Obispo General Plan Housing Element* identifies various goals, policies, and programs based on an assessment of housing needs, opportunities, and constraints. The City’s overarching goals for housing include safety, affordability, conserving existing housing, accommodating for mixed-income neighborhoods, providing housing variety and tenure, planning for new housing, maintaining neighborhood quality, providing special needs housing, encouraging sustainable housing and neighborhood design, maximizing affordable housing opportunities for those who live or work in the city, and developing housing on suitable sites.

- a) The proposed project is limited to the development of a single-family residence and a detached ADU, which would be consistent with the density allowed by the project site’s R-1 land use designation. Thus, the project is not anticipated to result in significant direct or indirect population growth that would be inconsistent with the City’s

General Plan. Construction workers for short-term construction activities would likely be sourced from the local labor pool and such employment is not anticipated to induce population growth through the creation of new jobs. The project would not result in substantial unplanned population growth; therefore, potential impacts would be *less than significant*.

b) The project site does not include any habitable structures that would need to be removed as part of the project. Therefore, the project would not result in the displacement of any existing or proposed housing; therefore, *no impact* would occur.

Mitigation Measures

Mitigation measures are not required.

Conclusion

The project would be consistent with the city’s projected population growth. No potentially significant impacts would occur, and mitigation measures are not required.

15. PUBLIC SERVICES

Would the project:	Sources	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?	1, 56	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	1,57	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	1, 43	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	1, 43, 44	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	1, 43	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Evaluation

The project site is located within the existing service area of the City of San Luis Obispo Fire Department (SLOFD). The SLOFD deploys resources and personnel from four fire stations to maintain the response time goal of 4 minutes travel time to 95% of all emergencies. The nearest SLOFD fire station to the project site is City Fire Station 2, located at 126 North Chorro Street, approximately 1 mile southeast of the project site. City Fire Station 2 provides primary response to the northern portion of the city and has an average response time of 4 minutes 3 seconds. The SLOFD consists of 12 fire captains, 15 fire engineers, 13 firefighters, 25 paramedics, and 19 emergency medical technicians. In 2020 the SLOFD responded to 5,499 incidents, which is nearly 11% lower than 2019.

The City of San Luis Obispo Police Department (SLOPD) provides public safety services for the city. The SLOPD has approximately 91 employees, 60 of whom are sworn police officers. The SLOPD operates out of one main police station, located at 1042 Walnut Street at the intersection of Santa Rosa (Highway 1) and US 101, approximately 1.75 miles southeast of the project site.

The project site is located within the San Luis Coastal Unified School District (SLCUSD), and public parks and recreation trails within the city are managed and maintained by the City’s Public Works and Parks and Recreation Department.

All new residential and non-residential development within the city is subject to payment of Development Impact Fees, which are administered by and paid through the City’s Community Development Department. Development Impact Fees provide funding for maintaining City emergency services, infrastructure, and facilities. For example, fire protection impact fees provide funding for projects such as the renovation of the City’s fire stations and the replacement of fire service vehicles and equipment.

a) **Fire protection:** The project would be served by the SLOFD; the closest station is Fire Station 2, which is located at 126 North Chorro Street, approximately 1 mile southeast of the project site, and has an emergency response time of less than 5 minutes. The project includes development of a single-family residence and detached ADU, which would be consistent with the general level of development within the R-1-PD zone and would be consistent with anticipated population growth within the city. Implementation of the project would not require the expansion or construction of new fire protection facilities. Because the proposed project would not require the expansion or construction of new fire protection facilities, environmental impacts associated with the provision of fire protection services would be *less than significant*.

Police protection: The project would be served by the SLOPD. The project would be consistent with the general level of development within the R-1-PD zone and would be consistent with anticipated population growth within the city. Implementation of the project would not result in the need for new or expanded police facilities. Because the proposed project would not require the expansion or construction of new police protection facilities, environmental impacts associated with the provision of police services would be *less than significant*.

Schools: The project would result in the development of a single-family residence and detached ADU and would not result in a significant increase in the number of school-aged children within the city. For this reason, the project would result in *less than significant* impacts to school facilities.

Parks: The proposed project is limited to a single-family residence and detached ADU and is not anticipated to result in a significant increase in demand on local parks and recreational facilities in the area. The project is consistent with the City’s General Plan designation and zoning designation; therefore, any indirect population growth resulting from the project would be consistent with the projected population growth for the city. Therefore, potential project impacts on parks would be *less than significant*.

Other public facilities: The project would not induce unplanned population growth and would result in a negligible effect on use of other public facilities, such as roadways and public libraries. Therefore, potential project impacts on public facilities would be *less than significant*.

Mitigation Measures

Mitigation measures are not required.

Conclusion

The project would not induce unplanned population growth. The project may result in a marginal cumulative increase in demand on City services and facilities, including fire protection, police protection, parks and recreational facilities, and other public facilities; however, construction of new public facilities is not anticipated to be required. The project would not result in significant impacts to public services; therefore, mitigation measures are not required.

16. RECREATION

	Sources	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	1, 43, 44	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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?	1, 43, 44	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><u>Evaluation</u></p> <p>Existing recreational facilities within the city include 28 parks and recreational facilities, in addition to 10 designated natural resources and open space areas and two bike trails. The <i>City of San Luis Obispo Parks and Recreation Blueprint for the Future: 2021-2041</i> identifies goals and policies to help plan, develop, and maintain community parks and recreation facilities. The Parks and Recreation Blueprint has five main goals, including building communities and neighborhoods, meeting the changing needs of the community, sustainability, optimizing resources, and safety.</p> <p>The Bishop Peak and Felsman Loop Trails within Open Space are located approximately 150 feet west, and Throop Park is located approximately 0.75 feet southeast of the project site.</p> <p>a,b) The proposed project would result in a new single-family residence and detached ADU, which would not significantly increase population in a manner that would result in a significant increase in demand on local parks and recreational facilities in the area. Construction workers are anticipated to come from the local workforce and would not result in an increase in permanent residents within the city. As the project is consistent with the City’s General Plan designation and underlying zoning, any indirect population growth resulting from the project would be consistent with the projected population growth for the city. Therefore, potential project impacts associated with accelerated deterioration of existing facilities or construction of new park facilities would be <i>less than significant</i>.</p> <p><u>Mitigation Measures</u></p> <p>Mitigation measures are not required.</p> <p><u>Conclusion</u></p> <p>The project would not result in unplanned population growth. Construction of new public parks or recreational facilities would not be required to serve the project. Thus, the project would not result in significant impacts to recreational facilities; therefore, mitigation measures are not required.</p>					

17. TRANSPORTATION

Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	13, 45, 58	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	1, 12, 45, 55	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	1, 23, 44	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	1, 23, 45	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Evaluation

The *City of San Luis Obispo General Plan Circulation Element* identifies current traffic levels and delays of public roadways and identifies transportation goals and policies to guide development and express the community's preferences for current and future conditions. Goals included in the plan include, but are not limited to, maintaining accessibility and protecting the environment throughout San Luis Obispo while reducing dependence on single-occupant use of motor vehicles; reducing use of cars by supporting and promoting alternatives, such as walking, riding buses and bicycles, and carpooling; promoting the safe operation of all modes of transportation; and widening and extending streets only when there is a demonstrated need and when the projects would cause no significant, long-term environmental problems. The *City of San Luis Obispo Active Transportation Plan (ATP)* outlines goals and policies to promote walking, biking, and other forms of active transportation throughout the city. The ATP provides a blueprint for creating a safe, connected, and efficient citywide active transportation network. It lays out policies, funding strategies, supporting programs, infrastructure projects, and implementation priorities to improve active transportation options and access for all community members.

In 2013 SB 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 California 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 SB 743 and identified VMT per capita, VMT per employee, and net VMT as new metrics for transportation analysis under CEQA (as detailed in Section 15064.3[b]). In June 2020, the City formally adopted the transition to VMT for the purposes of CEQA evaluation and also established local VMT thresholds of significance.

The project site would be accessed by Patricia Drive. Based on the City's Circulation Element, the portion of Patricia Drive near the project site is a local road. The portion of Patricia Drive near the project site is used to access residential homes and the Bishop Peak trailhead.

- a) The project proposes the development of a single-family residential unit and an ADU on a single flag lot within a developed, residential portion of the city. The project site would be accessed by an existing driveway from Patricia Drive. The project would result in a limited number of new vehicle trips along Patricia Drive by residents of the single-family residence and/or ADU. The project would be subject to the payment of the City's standard Traffic Impact Fees (TIFs) for maintenance of roads and other transportation infrastructure. There are two commercial centers located approximately 1 mile south and southeast of the project site, and there are several transit stops within a mile of the project area, bike lanes, and sidewalks which may promote walking and facilitate the use of alternate modes of transportation. Therefore, with the payment of standard TIFs, project impacts associated with conflicts with any program, plan, ordinance, or policy addressing transportation facilities would be less than significant.

The 2018 OPR SB 743 Technical Advisory on Evaluating Transportation Impacts in CEQA states that absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with an 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. The City's Screening Criteria for Land Use Projects Exempt from VMT analysis states that small development projects (project anticipated to generate less than 110 daily vehicle trips) may be assumed to cause a less than significant impact. In addition, as shown on the City of San Luis Obispo Residential VMT Screening Map, the project site is located in a residential area that generates less than 85% of average VMT. The project would generate less than 110 trips per day, which is consistent with VMT reduction strategies. Therefore, impacts would be *less than significant*.

- b) The project would be accessed by an existing driveway from Patricia Drive. The driveway does not contain dangerous curves, short sight distance, or other dangerous design features. The driveway would be designed in accordance with City Public Works safety design standards, including the use of red "no parking" curb paint on either side of the driveway entrance to allow for safe turning movements and provide motorists an adequate line of sight from the driveway. The project will be reviewed by the City's Transportation and Engineering Divisions prior to approval of any building permits. Therefore, project impacts associated with increased hazards due to a geometric design feature would be *less than significant*.

c) The project is not anticipated to result in temporary traffic controls or road closure along Patricia Drive during construction activities. Emergency access would be maintained to the project site and surrounding areas during construction activities. The project is designed to meet State and City Fire Codes, subject to verification through review from the City Fire Marshal during the building permit process. As such, the project would provide adequate emergency access. Therefore, potential impacts related to inadequate emergency access would be *less than significant*.

Mitigation Measures

Mitigation measures are not required.

Conclusion

The project would result in a net increase in trips and VMT; however, the project would not generate trips that would exceed the City’s established thresholds for VMT. The project would be required to meet City Public Works safety design standards and would maintain adequate emergency access. Therefore, potential impacts associated with transportation would be less than significant.

18. TRIBAL CULTURAL RESOURCES

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, or 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:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) 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)?	2, 54	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) 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.	2, 54	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Evaluation

Approved in 2014, 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 (CRHR); or
 - b. Included in a local register of historical resources as defined in PRC Section 5020.1(k).
- 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 PRC Section 5024.1(c). 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 have expertise regarding 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 because 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.

Native American Tribes were notified about the project consistent with State and City regulations under AB 52 on August 17, 2021.

a,b) As described above, consultation with Native American Tribes under AB 52 was initiated on August 17, 2021. As of November 23, 2021, responses have been received from three tribes. The first response was from the Northern Chumash Tribe on August 23, 2021 requesting the cultural report for the project, which the City provided on August 25, 2021. In addition, a response from the Northern Chumash Tribal Council was received on September 12, 2021, requesting a copy of the records search and any archaeological survey for the property, which the City provided. On August 26, 2021, the Salinan Tribe requested a copy of the archeological survey that was prepared, which the City provided on August 27, 2021. No other communications from tribal representatives have been received by the City on this project application. As described in Section 5, *Cultural Resources*, neither the background review conducted for this Study nor a field survey of the project area identified any known or unknown cultural or tribal resources that have been listed or been found eligible for listing in the CRHR or in a local register of historical resources as defined in PRC Section 5020.1. No significant cultural or tribal cultural resources are known to occur within the project site. Mitigation Measure CR-1 is provided to address inadvertent discovery during project construction. With this measure, impacts related to a substantial adverse change in the significance of tribal cultural resource would be *less than significant with mitigation*.

Mitigation Measures

Implement Mitigation Measures CR-1.

Conclusion

With implementation of Mitigation Measures CR-1, the project would have a less-than-significant impact on tribal cultural resources.

19. UTILITIES AND SERVICE SYSTEMS

Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	1	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	49, 50	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	46, 48,60	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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?	47	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	1	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Evaluation

The City’s Utilities Department is the sole water provider within the city, provides potable and recycled water to the community, and is responsible for water supply, treatment, distribution, and resource planning. The City’s Water Resource Recovery Facility (WRRF) treats all the wastewater from the City, Cal Poly, and the airport. The facility treats 4.5 million gallons of wastewater per day. The WRRF manages and treats wastewater in accordance with standards established by the SWRCB to remove solids, reduce the amount of nutrients, and eliminate bacteria in treated wastewater. A portion of the treated water is recycled for irrigation use within the city and the remaining flow is discharged to San Luis Obispo Creek.

Water service for the project would be provided by the City’s Utilities Department and the project would be served by the City’s sewer system. The project site has existing utility infrastructure on-site, including a storm drain easement, sewer easements, a water pipeline, an electrical line, and a gas line.

- a) The project would require the extension of sewer lines, water lines, and electric lines that would connect to existing utility infrastructure along Patricia Drive. These components have been evaluated for their potential to result in adverse environmental effects throughout this document. Mitigation Measures AQ-1 through AQ-3, BIO-1 through BIO-4, CR-1, and N-1 through N-3 would reduce potentially significant environmental impacts resulting from expansion and establishment of new utility connections associated with air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, noise, and tribal cultural resources to a less-than-significant level. Therefore, potential environmental impacts associated with construction of utility connections would be *less than significant with mitigation*.
- b) The project would be provided water through the City’s water system, which has four primary water sources—Whale Rock Reservoir, Salinas Reservoir, Nacimiento Reservoir, and recycled water (for irrigation)—with groundwater serving as a fifth supplemental source. The City’s diversification of water sources in the last several decades has allowed the City to maintain sufficient water supplies even following the driest years on record. The total water available for the City in the 2020 water year (October 1, 2019, to September 30, 2020) was 10,107 af/yr, which included 215 af/yr of recycled water. As this availability was adjusted following years of drought and updates to the City’s safe annual yield model, the availability is considered a reasonable long-term safe yield value for the purposes of this analysis. The City’s water demand for 2020 was 4,730 af/yr. The project’s estimated water demand is 0.8 af/yr, which would be provided by the City’s water supply. Short-term water use during construction is anticipated to use water from an existing 2-inch water meter at the site, which would be provided by the City’s water supply. In addition, short-term water use for revegetation within the creek area would also be provided by the City’s supply. Development of this site is consistent with the City’s long-range planning documents and, thus, has been anticipated by the City’s water supply planning. The City has adequate water supply to provide potable and other water to the proposed project. Therefore, potential impacts related to water supply would be *less than significant*.
- c) The project would connect to the City’s wastewater system. Wastewater infrastructure would be located within the site’s existing utility easements. The project would generate approximately 255 gallons of wastewater per day and would be served by the City’s sewer system. The City’s WRRF treats 4.5 million gallons of wastewater daily. The project would result in an incremental increase in demand on the City’s WRRF and wastewater conveyance infrastructure, which would be capable of serving the proposed project. The project is consistent with the general level of growth anticipated in the City’s General Plan and would be required to pay standard development impact fees to offset the project’s incremental contribution to demand on the City’s WRRF. Therefore, impacts associated with the wastewater treatment provider’s capacity to serve the project’s wastewater needs would be *less than significant*.
- d) Based on the California Department of Resources Recycling and Recovery (CalRecycle), the project would generate approximately 19.6 pounds of solid waste per day (Table 9).

Table 9. Estimated Project Solid Waste Generation

Use	Generation Rate	Project	Pounds Solid Waste Per Day
Single-Family Residence	9.8 pounds/dwelling unit/day	2 dwelling units ¹	19.6
Total			19.6

¹ One single-family residence and an attached ADU.

Project solid waste materials during and after construction would likely be disposed of at the Cold Canyon Landfill. Cold Canyon Landfill has a total capacity of 23,900,000 cy and has the capacity to service 1,650 cy per day. Based on these capacities, the Cold Canyon Landfill is expected to remain operational through at least 2040 and would be capable of servicing the additional 19.6 pounds of solid waste per day generated by the project. Therefore, potential impacts related to solid waste reduction goals and capacity would be *less than significant*.

- e) The project would be required to comply with goals, policies, and programs of the City’s COSE (Section 5) and the general requirements of the City’s Development Standards for Solid Waste Services. Based on the single-family residential requirements of the City’s Development Standards for Solid Waste Services, the project would be served by the City’s solid waste pick-up services and would be required to create storage for three standard 96-gallon waste receptacles in a location that is hidden from the public view. According to the City’s COSE, the project would be required to participate in waste-reduction and recycling efforts. Therefore, based on required compliance with the City’s COSE and solid waste requirements, the project would comply with regulations related to solid waste and potential impacts would be *less than significant*.

Mitigation Measures

Implement Mitigation Measures AQ-1 through AQ-3, BIO-1 through BIO-4 CR-1, and N-1 through N-3.

Conclusion

With implementation of the identified mitigation measures, the project’s potential impacts associated with utilities and service systems would be less than significant.

20. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
			<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	1, 23	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	1, 23, 51	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	1, 23	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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?	1, 23	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Evaluation

Urban fire hazards result from the materials, size, and spacing of buildings, and from the materials, equipment, and activities they contain. Additional factors include access, available water volume and pressure, and response time for fire fighters. Based on the City Local Hazard Mitigation Plan, the risk of wildland fires is greatest near the City limits where development meets rural areas of combustible vegetation. Most of the community is within 1 mile of a designated High or Very High Fire Hazard Severity Zone (FHSZ), which indicates significant risk to wildland fire.

The City’s Safety Element identifies four policies to address the potential hazards associated with wildfire, including approving development only when adequate fire suppression services and facilities are available, classification of wildland fire hazard severity zones as prescribed by the California Department of Forestry and Fire Protection (CAL FIRE), prohibition of new subdivisions located within “Very High” wildland fire hazard severity zones, and continuation of enhancement of fire safety and construction codes for buildings.

According to the CAL FIRE FHSZ viewer, the project site is located within a Local Responsibility Area. Based on the City’s Safety Element Maps, the project site is located within a developed portion of the City and has a low risk of wildfire.

- a) Implementation of the project would not result in a significant temporary or permanent impact to any adopted emergency response plans or emergency evacuation plans. The project is not anticipated to require temporary road closure or any temporary traffic controls along Patricia Drive and public ingress and egress would be maintained during implementation of the project. Breaks in utility service may be necessary during connection to the City’s infrastructure. Any breaks in utility service would be temporary and would not conflict with any emergency plans. There is an existing access driveway that provides fire and other emergency vehicles adequate access to the project site. Therefore, the project would maintain adequate public and emergency access during project activities and would not conflict with emergency plans; therefore, impacts would be *less than significant*.
- b) The project site is in a developed area of the City and is directly adjacent to existing single-family residences in all directions. The project site consists of non-native annual grassland and riparian habitat associated with Twin Ridge Creek, which bisects the site in a north to south direction. The site is mostly undeveloped. The project would result in the development of a single-family residence and an ADU and would not substantially change the existing topography of the project site. The proposed project would be required to meet all applicable standards for fire prevention pursuant to the CBC and California Fire Code. Therefore, the project would not exacerbate wildfire risks or expose project occupants to substantial pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Potential impacts would be *less than significant*.
- c) There are existing utility easements within the project site from the original Tract 1182 subdivision and associated development. The project would include the installation of expanded water, wastewater, stormwater, and energy extensions to be connected to existing City infrastructure. These proposed infrastructure components would occur within an urbanized area and would be required to be installed in full compliance with applicable CBC and California Fire Code regulations. Construction of this infrastructure has been evaluated throughout this environmental document and would not exacerbate fire risks. Therefore, potential impacts associated with exacerbation of fire risk or environmental impacts from installation of new infrastructure would be *less than significant*.
- d) The project site is generally flat and is not located near slopes or other areas subject to downstream flooding or landslides. Based on required compliance with CBC standards for structural and other design components, the project would not include any design elements 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, impacts would be *less than significant*.

Mitigation Measures

Mitigation measures are not required.

Conclusion

The project would not expose people or structures to new or exacerbated wildfire risks and would not require the development of new or expanded infrastructure or maintenance to reduce wildfire risks. Therefore, potential impacts associated with wildfire would be less than significant and mitigation measures are not required.

21. MANDATORY FINDINGS OF SIGNIFICANCE

	Sources	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?	1, 2, 15, 16, 18, 25	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>The project would be in a previously developed portion of the city of San Luis Obispo and the project vicinity generally contains low habitat value for protected plant and animal species. The project site is characterized by gently sloping topography and consists of a mostly undeveloped flag lot, except for a storage shed structure and gated driveway. Vegetation at the site includes grasslands and riparian trees and vegetation. Riparian vegetation is limited to the on-site creek, which bisects the project site in a north to south direction. The creek would be protected through provision of a Creek Setback, as depicted in plans.³ Mitigation Measures BIO-1 through BIO-4 have been identified to reduce or avoid potential impacts to migratory birds, the on-site creek, and associated riparian habitat.</p> <p>There are no known historic or prehistoric resources within the project site, and Mitigation Measures CR-1 would reduce potential inadvertent discovery of these resources to less than significant. With implementation of identified mitigation measures and standard requirements, the project would not have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of 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. Potential impacts would be <i>less than significant with mitigation</i>.</p>					
	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?	N/A	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>The project includes the development of a 4,941-sf single-family residence and an 825-sf ADU on a single lot within the R-1-PD zone. The project would be consistent with growth assumed in the R-1 zone, and with approval of the Minor Development Review, the project would be consistent with the design standards of the R-1-PD zone. When project impacts</p>					

³ The creek setback depicted in plans is measured from the edge of riparian vegetation associated with the creek, established by the City Biologist during a site visit conducted in November 2020 and verified during a subsequent site visit in June 2022.

<p>are considered in combination with other reasonably foreseeable impacts, the project’s potential cumulative impacts may be significant. Mitigation measures have been identified to reduce project-related impacts to a less-than-significant level. With the implementation of identified project-specific mitigation measures and payment of the City’s standard Development Impact Fees, the individual effects of the project would be marginal and cumulative effects of the project would not be cumulatively considerable. Therefore, potential impacts would be <i>less than significant with mitigation</i>.</p>					
	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	N/A	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>The project has the potential to result in significant impacts associated with air quality that, if left unmitigated, could result in substantial adverse effects on human beings. Standard mitigation measures have been identified to reduce these potential impacts to less than significant, including, but not limited to, standard idling restrictions, dust control measures, and compliance with the CARB ATCM for Construction, Grading, Quarrying, and Surface Mining Operations to avoid impacts related to NOA. Additionally, standard noise reduction measures have been included as mitigation to reduce short-term construction-related noise impacts on surrounding sensitive receptor locations. With incorporation of identified project-specific mitigation and the payment of the City’s standard Development Impact Fees, potential environmental effects of the project would not directly or indirectly result in any substantial adverse effects on human beings. Therefore, potential impacts would be <i>less than significant with mitigation</i>.</p>					

22. EARLIER ANALYSES

<p>Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or Negative Declaration. Section 15063 (c) (3) (D). In this case a discussion should identify the following items:</p>
<p>a) Earlier analysis used. Identify earlier analyses and state where they are available for review.</p>
<p>The potential environmental effects of developing the project site with uses consistent with the R-1-PD zoning designation were previously evaluated in the Certified General Plan Program Environmental Impact Report (EIR) (State Clearinghouse [SCH] #2013121019), which was certified by the City Council in 2014. The Certified EIR is available on the City’s website at: < https://www.slocity.org/government/department-directory/community-development/planning-zoning/general-plan>.</p>
<p>b) Impacts adequately addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.</p>
<p>This Initial Study/Mitigated Negative Declaration (IS/MND) does not rely on a previously certified EIR or MND for its analysis. All the environmental analyses contained herein are independent of previous CEQA documents; no tiering from a previous CEQA document is used.</p>
<p>c) Mitigation measures. For effects that are “Less than Significant with Mitigation Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions of the project.</p>
<p>As discussed above, project-specific mitigation measures have been developed for the project to address a more stringent regulatory environment and more complex analysis methodology. All project-specific mitigation measures recommended in this IS/MND are consistent with and build upon the programmatic mitigation measures identified in the Certified EIR.</p>

23. SOURCE REFERENCES

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7.	City of San Luis Obispo. 2021a. Interactive Parcel Viewer. March. Available at: https://experience.arcgis.com/experience/a51155e46d504bfab3b7a107c3eb6643/page/Planning
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Attachments

1. RRM Design Group, 841 Patricia Drive Residence, Project Plans (April 2021)
2. California Emission Estimator Model (CalEEMod) Report, version 2020.4.0
3. David Wolff Environmental, LLC., Biological Resources Assessment for the 841 Patricia Drive Project (ARCH-0040-2021; APN 052-520-063), City of San Luis Obispo, CA (May 2021)
4. David Wolff Environmental, LLC., Biological Resources Assessment Addendum for the 841 Patricia Drive Project (ARCH-0040-2021; APN 052-520-063), City of San Luis Obispo, CA (November 2021)
5. Chacon Associates, LLC., Preliminary Hydrology Summary – ARCH-0040-2021 (841 Patricia) (March 2021)

REQUIRED MITIGATION AND MONITORING PROGRAMS

Air Quality

AQ-1 During all construction activities and use of diesel vehicles, the Applicant shall implement the following idling control techniques:

1. The following idling restrictions shall be implemented for equipment:
 - a. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors if feasible;
 - b. Diesel idling within 1,000 feet of sensitive receptors shall not be permitted;
 - c. Use of alternative fueled equipment shall be used whenever possible; and
 - d. Signs that specify the no idling requirements shall be posted and enforced at the construction site.
2. On-road diesel vehicles shall comply with Section 2485 of Title 13 of the California Code of Regulations. This regulation limits idling from diesel-fueled commercial motor vehicles with gross vehicular weight ratings of more than 10,000 pounds and licensed for operation on highways. It applies to California and non-California based vehicles. In general, the regulation specifies that drivers of said vehicles:
 - a. Shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location, except as noted in Subsection (d) of the regulation; and
 - b. Shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than 5 minutes at any location when within 1,000 feet of a restricted area, except as noted in Subsection (d) of the regulation.

Signs must be posted in the designated queuing areas and job sites to remind drivers of the 5-minute idling limit. The specific requirements and exceptions in the regulation can be reviewed at the following website: www.arb.ca.gov/msprog/truck-idling/2485.pdf.

AQ-2 During all construction and ground-disturbing activities, the Applicant shall implement the following particulate matter control measures and detail each measure on the project grading and building plans:

1. Reduce the amount of disturbed area where possible.
2. Use 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 (SLOAPCD) limit of 20% opacity for no greater than 3 minutes in any 60-minute period. Increased watering frequency shall be required whenever wind speeds exceed 15 miles per hour (mph) and cessation of grading activities during periods of winds over 25 mph. Reclaimed (non-potable) water is to be used in all construction and dust-control work.
3. All dirt stockpile areas (if any) shall be sprayed daily and covered with tarps or other dust barriers as needed.
4. 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.
5. Exposed grounds 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.
6. All disturbed soil areas not subject to revegetation shall be stabilized using approved chemical binders, jute netting, or other methods approved in advance by the SLOAPCD.
7. All roadways, driveways, sidewalks, etc. to be paved shall be completed as soon as possible. In addition, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
8. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site.

9. All trucks hauling dirt, sand, soil, or other loose materials are to 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.
10. Install wheel washers where vehicles enter and exit unpaved roads onto streets or wash off trucks and equipment leaving the site. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads.
11. Water sweepers shall be used with reclaimed water where feasible. Roads shall be pre-wetted prior to sweeping when feasible.
12. All PM₁₀ mitigation measures required shall be shown on grading and building plans.
13. 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 SLOAPCD limit of 20% opacity for no greater than 3 minutes in any 60-minute period. 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 SLOAPCD Compliance Division prior to the start of any site preparation, grading, or earthwork.
14. All off-road construction equipment shall be Tier 3 or higher.

AQ-3 Prior to initiation of site preparation/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 California Air Resources Board (CARB) Air Toxics Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations (CARB ATCM Section 93105) and SLOAPCD requirements. This geologic evaluation shall be submitted to the City Community Development Department 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. If NOA is determined to be present on-site, proposed earthwork and construction activities shall be conducted in full compliance with the various regulatory jurisdictions regarding NOA, including the CARB ATCM for Construction, Grading, Quarrying, and Surface Mining Operations (CARB ATCM Section 93105) and requirements stipulated in the National Emission Standards for Hazardous Air Pollutants (NESHAP) (40 Code of Federal Regulations 61, Subpart M – Asbestos). These requirements include, but are not limited to, the following:

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

Monitoring Program: Measures AQ-1 through AQ-3 shall be incorporated into project grading and building plans for review and approval by the City Community Development Department. Compliance shall be verified by the City during regular inspections, in coordination with the SLOAPCD, as necessary. The Applicant shall submit the geologic evaluation detailed in Measure AQ-3 to the City Community Development Department upon completion.

Biological Resources

BIO-1 If any ground disturbance will occur during the nesting bird season (February 1–September 15), prior to any ground-disturbing activity, a preconstruction nesting bird survey shall be conducted by a qualified biologist within 1 week prior to the start of activities. If nesting birds are located on or near the project site, they shall be avoided until they have successfully fledged, or the nest is no longer deemed active. A non-disturbance buffer of 50 feet will be implemented for non-listed, passerine species and a 250-foot buffer will be implemented for raptor species. No construction activities will be permitted within established nesting bird buffers until a qualified biologist has determined that the young have fledged or that proposed construction activities would not cause adverse impacts to the nest, adults, eggs, or young. If special-status avian species are identified, no work shall be conducted until an appropriate buffer is determined in coordination with the City and the U.S. Fish and Wildlife Service (USFWS) and/or California Department of Fish and Wildlife (CDFW).

- BIO-2** All utility extensions required to cross the creek, which are necessary to serve the ADU, (excluding the sewer lateral serving the ADU and connecting to the sewer line along the rear of the property), shall be placed within or attached to the bridge span. No trenching across the creek shall occur for the extension of utilities to the ADU.
- BIO-3** Prior to issuance of grading and building permits, the Applicant shall provide copies of the permits/authorizations from affected resource agencies, including a final revegetation plan that is consistent with the revegetation plan provided in the Addendum to the Biological Resources Assessment (BRA, David Wolff Environmental, November 10, 2021) for approval by the City Natural Sustainability and Natural Resources Official, Community Development Department. Plans submitted for grading and building permits shall show tree removals consistent with the November 2021 revegetation plan, including the locations and quantities of the maximum number of trees identified for removal to facilitate the bridge construction. Vegetation removal shall be kept to the minimum necessary for bridge clearance and construction of the necessary footings and supports. Initial removal of vegetation shall be monitored full-time by a qualified biologist, and weekly spot-check monitoring shall continue throughout the construction of the bridge structure. Supplemental irrigation shall be provided to the revegetated area of the riparian corridor for three years, and maintained and monitored for five years, to meet 80% survival success criteria after two years without supplemental irrigation. Monitoring reports demonstrating compliance with the revegetation plan shall be prepared and submitted to the affected resource agencies and the City annually. Permits and/or authorizations from the regulatory agencies (CDFW, Regional Water Quality Control Board, and USACE), or documentation from the respective agency that the permit/authorization is required, shall be submitted to the City prior to any grading and/or construction activities within the on-site riparian area.
- BIO-4** All equipment and vehicles shall be checked and maintained daily to prevent spills of fuel, oil, and other hazardous materials. A designated staging area shall be established for vehicle/equipment parking and storage of fuel, lubricants, and solvents a minimum of 30-feet outside of the riparian area on-site. All fueling and maintenance activities shall take place in the designated staging area.

Monitoring Program: The survey requirements of Mitigation Measure BIO-1 shall be submitted to the City for review and approval. Compliance shall be verified through submittal of a nesting migratory bird survey report to the City Community Development Department. The requirement of Mitigation Measure BIO-2 that the utility extensions to the ADU be attached to the bridge span (either within or hanging from) rather than below ground shall be specified on the project plans and submitted to the City. Compliance shall be verified through submittal of a nesting migratory bird survey report to the City Community Development Department. Requirements of Mitigation Measure BIO-3 shall be submitted to the City and affected agencies for approval. Compliance shall be verified through submittal of the approved revegetation plan to the City Community Development Department. Revegetation compliance shall be monitored by the City through annual reporting following implementation. Requirements of Mitigation Measure BIO-4 shall be incorporated into the project grading and building plans for review and approval by the City Community Development Department. Compliance shall be verified by the City prior to the start of construction and during regular inspections, as necessary.

Cultural Resources

- CR-1** If cultural resources are encountered during subsurface earthwork activities, all ground-disturbing activities within a 25-foot radius of the find shall cease and the City shall be notified immediately. Work shall not continue until a City-qualified archaeologist assesses the find and determines the need for further study. If the find includes Native American-affiliated materials, a local Native American tribal representative will be contacted to work in conjunction with the City-approved archaeologist to determine the need for further study. A standard inadvertent discovery clause shall be included in every grading and construction contract to inform contractors of this requirement. Any previously unidentified resources found during construction shall be recorded on appropriate California Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of California Environmental Quality Act (CEQA) criteria by a qualified archaeologist.

If the resource is determined significant under CEQA, the qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan, in conjunction with locally affiliated Native American representative(s) as necessary, that will capture those categories of data for which the site is significant. The archaeologist shall also perform appropriate technical analysis, prepare a comprehensive report, and file it with the Central Coast Information Center (CCIC), located at the University of California, Santa Barbara, and provide for the permanent curation of the recovered materials.

Monitoring Program: The conditions in Mitigation Measure CR-1 shall be noted on all grading and construction plans. The City shall review and approve the City-qualified archaeologist consistent with the Archaeological Resource Preservation Program Guidelines.

Hazards and Hazardous Materials

Implement Mitigation Measure AQ-3.

Monitoring Program: Mitigation Measure AQ-3 shall be incorporated into project grading and building plans for review and approval by the City Community Development Department. Compliance shall be verified by the City during regular inspections, in coordination with the SLOAPCD, as necessary. The Applicant shall submit the geologic evaluation detailed in Measure AQ-3 to the City Community Development Department upon completion.

Hydrology and Water Quality

Implement Mitigation Measure BIO-4.

Monitoring Program: Requirements of Mitigation Measure BIO-4 shall be incorporated into the project grading and building plans for review and approval by the City Community Development Department. Compliance shall be verified by the City prior to the start of construction and during regular inspections, as necessary.

Land Use and Planning

Implement Mitigation Measures BIO-1 through BIO-4

Monitoring Program: The survey requirements of Mitigation Measure BIO-1 shall be incorporated into the project grading and building plans for review and approval by the City Community Development Department. Compliance shall be verified through submittal of a nesting migratory bird survey report to the City Community Development Department. The requirement of Mitigation Measure BIO-2 that the utility extensions to the ADU be attached to the bridge span (either within or hanging from) rather than below ground shall be specified on the project plans and submitted to the City. Compliance shall be verified through submittal of a nesting migratory bird survey report to the City Community Development Department. Requirements of Mitigation Measure BIO-3 shall be submitted to the City and affected agencies for approval. Compliance shall be verified through submittal of the approved revegetation plan to the City Community Development Department. Revegetation compliance shall be monitored by the City through annual reporting following implementation. Requirements of Mitigation Measure BIO-4 shall be incorporated into the project grading and building plans for review and approval by the City Community Development Department. Compliance shall be verified by the City prior to the start of construction and during regular inspections, as necessary. Compliance shall be verified by the City prior to the start of construction and during regular inspections, as necessary.

Noise

N-1 For the entire duration of the construction phase of the project, the following noise reduction measures shall be adhered to:

1. Stationary construction equipment that generates noise that exceeds 60 A-weighted decibels (dBA) at the project boundaries shall be shielded with the most modern noise control devices (i.e., mufflers, lagging, and/or motor enclosures).
2. Impact tools (e.g., jack hammers, pavement breakers, rock drills, etc.) used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools.
3. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used.
4. All construction equipment shall have the manufacturers' recommended noise abatement methods installed, such as mufflers, engine enclosures, and engine vibration insulators, intact and operational.

5. All construction equipment shall undergo inspection at periodic intervals to ensure proper maintenance and presence of noise control devices (e.g., mufflers, shrouding, etc.).
- N-2** Construction plans shall note construction hours, truck routes, and all construction noise reduction measures and shall be reviewed and approved by the City Community Development Department prior to issuance of grading/building permits. The City shall provide and post signs stating these restrictions at construction entry sites prior to commencement of construction and shall maintain these signs throughout the construction phase of the project. All construction workers shall be briefed at a preconstruction meeting on construction hour limitations and how, why, and where noise reduction measures are to be implemented.
- N-3** For all construction activity at the project site, additional noise attenuation techniques shall be employed as needed to ensure that noise levels are maintained within levels allowed by the City of San Luis Obispo Municipal Code, Title 9, Chapter 9.12 (Noise Control). Such techniques shall include, but are not limited to, the following:
- Sound blankets shall be used on noise-generating equipment;
 - Stationary construction equipment that generates noise levels above 65 dBA at the project boundaries shall be shielded with a barrier that meets a sound transmission class (a rating of how well noise barriers attenuate sound) of 25;
 - All diesel equipment shall be operated with closed engine doors and shall be equipped with factory-recommended mufflers;
 - The movement of construction-related vehicles, except for passenger vehicles, along roadways adjacent to sensitive receptors shall be limited to the hours between 7:00 A.M. and 7:00 P.M., Monday through Saturday. No movement of heavy equipment shall occur on Sundays or official holidays (e.g., Thanksgiving, Labor Day); and
 - Temporary sound barriers shall be constructed between construction sites and affected uses.

Monitoring Program: Construction plans shall note construction hours, truck routes, and all construction noise reduction measures, and shall be reviewed and approved by the City Community Development Department prior to issuance of grading/building permits. Compliance shall be verified by the City prior to the start of construction and during regular inspections, as necessary.

Tribal Cultural Resources

Implement Mitigation Measures CR-1.

Monitoring Program: These conditions shall be noted on all grading and construction plans. The City shall review and approve the City-qualified archaeologist consistent with the Archaeological Resource Preservation Program Guidelines.

Utilities and Service Systems

Implement AQ-1 through AQ-3, BIO-1 through BIO-4, CR-1, and N-1 through N-3.

Monitoring Program: Mitigation Measures AQ-1 through AQ-3 shall be incorporated into project grading and building plans for review and approval by the City Community Development Department. Compliance shall be verified by the City during regular inspections, in coordination with the SLOAPCD, as necessary. The Applicant shall submit the geologic evaluation detailed in Mitigation Measure AQ-3 to the City Community Development Department upon completion. The survey requirements of Mitigation Measures BIO-1 shall be incorporated into the project grading and building plans for review and approval by the City Community Development Department. Compliance shall be verified through submittal of a nesting migratory bird survey report to the City Community Development Department. The requirement of Mitigation Measure BIO-2 that the utility extensions to the ADU be attached to the bridge span (either within or hanging from) rather than below ground shall be specified on the project plans and submitted to the City. Compliance shall be verified through submittal of a nesting migratory bird survey report to the City Community Development Department. Requirements of Mitigation Measure BIO-3 shall be submitted to the City and affected agencies for approval. Compliance shall be verified through submittal of the approved revegetation plan to the City Community Development Department. Revegetation compliance shall be monitored by the City through annual reporting following implementation. Requirements of Mitigation Measure BIO-4 shall be incorporated

Required Mitigation and Monitoring Programs

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into the project grading and building plans for review and approval by the City Community Development Department. Compliance shall be verified by the City prior to the start of construction and during regular inspections, as necessary. Compliance shall be verified by the City prior to the start of construction and during regular inspections, as necessary. The conditions of Mitigation Measure CR-1 shall be noted on all grading and construction plans. The City shall review and approve the City-qualified archaeologist consistent with the Archaeological Resource Preservation Program Guidelines. Construction plans shall note construction hours, truck routes, and all construction noise BMPs, and shall be reviewed and approved by the City Community Development Department prior to issuance of grading/building permits. Compliance shall be verified by the City prior to the start of construction and during regular inspections, as necessary.