INITIAL STUDY/ PROPOSED MITIGATED NEGATIVE DECLARATION

Halcyon Road Complete Streets Project

City of Arroyo Grande, County of San Luis Obispo, California

May 2023

Project: Halcyon Road Complete Streets Project

Lead Agency: The City of Arroyo Grande

Document Availability:

- City of Arroyo Grande
  Community Development Department
  300 East Branch Street
  Arroyo Grande, CA 93420

- http://www.arroyogrande.org/

Project Description:

The City of Arroyo Grande (City), in association with the County of San Luis Obispo (County) and California Department of Transportation (Caltrans), has developed the Halcyon Road Complete Streets Plan (Plan and project) to provide for safe mobility and accessibility for all users throughout the Halcyon Road corridor, including bicyclists, pedestrians, transit vehicles, trucks, and motorists. Improvements would occur along a 1.7-mile transportation corridor on Halcyon Road between US 101 and SR 1 and would include signalized crossings and intersections with increased visibility, improved sidewalk connectivity, new bike lanes, and reduced vehicle speeds while maintaining traffic circulation. Specific goals of the proposed project are to enhance safety for all modes of travel, improve multimodal connectivity, provide adequate roadway capacity for diverse travel needs, promote economic vitality and visual character, recognize and address the urban and rural interface, recognize greenhouse gas reduction and air quality benefits, and engage the community. The Complete Streets Plan provides a framework within which further specific improvements can be designed and developed as funding is available.

The Complete Streets Plan divides the project study corridor into three (3) Context Zones to illustrate the changes in adjacent land uses and roadway characteristics along the corridor. These Context Zones are Urban, Urban Transition, and Neighborhood. All Context Zones lie within the jurisdiction of the City of Arroyo Grande.

Summary Document Preparation:

Pursuant to Section 21082.1 of the California Environmental Quality Act, the City of Arroyo Grande has independently reviewed and analyzed the Initial Study and Proposed Mitigated Negative Declaration (IS/MND) for the proposed project and finds that these documents reflect the independent judgment of the City. The City, as lead agency, also confirms that the project mitigation measures detailed in these documents are feasible and will be implemented as stated in the IS/MND.

Prepared by: Emily Creel
SWCA Environmental Consultants

May 23, 2023
Date

Reviewed by: Brian Pedrotti
Community Development Director

May 23, 2023
Date

Table of Contents:

1. Introduction

Introduction and Regulatory Guidance

This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared by the City of Arroyo Grande (the City) to evaluate the potential environmental effects of the proposed Halcyon Road Complete Streets Plan. This document has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code §21000 *et seq*., and the State CEQA Guidelines, California Code of Regulations (CCR) §15000 *et seq*.

An Initial Study is conducted by a lead agency to determine if a project may have a significant effect on the environment (CEQA Guidelines §15063). If there is substantial evidence that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) must be prepared, in accordance with CEQA Guidelines §15064(a). However, if the lead agency determines that revisions in the project plans or proposals made by or agreed to by the applicant mitigate the potentially significant effects to a less-than-significant level, a Mitigated Negative Declaration may be prepared instead of an EIR (CEQA Guidelines §15070). The lead agency prepares a written statement describing the reasons a proposed project would not have a significant effect on the environment and, therefore, why an EIR need not be prepared. This IS/MND conforms to the content requirements under CEQA Guidelines §15071.

Lead Agency

The lead agency is the public agency with primary approval authority over the proposed project. In accordance with CEQA Guidelines §15051(b)(1), "the lead agency will normally be an agency with general governmental powers, such as a city or county, rather than an agency with a single or limited purpose." The lead agency for the proposed project is the City of Arroyo Grande. Contact person for the CEQA lead agency is:

Andrew Perez
Planning Manager
City of Arroyo Grande
300 E. Branch Street
Arroyo Grande, CA 93420

T: (805) 473-5425
E: aperez@arroyogrande.org

Agency Roles

The City of Arroyo Grande has taken on the role of implementing all phases of this project and therefore is managing the scope, cost and schedule of each project component. Funding for the Complete Streets Plan has been provided by the California Department of Transportation (Caltrans) through a Sustainable Transportation Planning Grant, and by the San Luis Obispo Council of Governments (SLOCOG) through a Community Betterment grant.

Environmental Compliance Documentation

This Initial Study with Proposed Mitigated Negative Declaration has been prepared in compliance with CEQA and state environmental laws.

Purpose and Document Organization

The purpose of this document is to evaluate the potential environmental effects of the proposed project. Mitigation measures have been identified and incorporated into the project to eliminate or reduce any potentially significant impacts to a less-than-significant level.

This document is organized as follows:

1. Introduction – This chapter introduces the project and describes the purpose and organization of this document.

2. Project Description – This chapter describes the background and scope of the project, all proposed project components, and identifies project objectives.

3. Environmental Checklist – This chapter summarizes the project and the environmental issues to be considered and describes the process for evaluation of environmental impacts.

4. Environmental Setting, Potential Impacts, and Mitigation Measures – This chapter explains the environmental setting for each environmental issue area, identifies the significance of potential environmental impacts, and evaluates the potential impacts identified in the CEQA Environmental (Initial Study) Checklist. Mitigation measures are incorporated, where appropriate, to reduce potentially significant impacts to a less-than-significant level.

5. Mandatory Findings of Significance – This chapter identifies and summarizes the overall significance of any potential impacts to natural and cultural resources, cumulative impacts, and impact to humans, as identified in the Initial Study.

6. Summary of Mitigation Measures – This chapter summarizes the mitigation measures incorporated into the project as a result of the Initial Study.

7. References – This chapter identifies the references and sources used in the preparation of this IS/MND.

Summary of Findings

Section 3 of this document contains the Environmental (Initial Study) Checklist that identifies the potential environmental impacts (by environmental issue) and contains a brief discussion of each potential impact that would result from implementation of the proposed project.

In accordance with §15064(f) of the CEQA Guidelines, a Mitigated Negative Declaration shall be prepared if the proposed project will not have a significant effect on the environment after the inclusion of mitigation measures in the project. Based on the available project information and the environmental analysis presented in this document, there is no substantial evidence that, after the incorporation of identified mitigation measures, the proposed project would have a significant effect on the environment. It is proposed that a Mitigated Negative Declaration be adopted in accordance with the CEQA Guidelines.

2. Project Description

Project Location

The project is located along Halcyon Road between US Route 101 (US 101) and the city limits at the intersection of Halcyon Road and The Pike, in the City of Arroyo Grande, San Luis Obispo County, California (refer to Figures 1 and 2). The approximately 1.2-mile project corridor is located within the U.S. Geological Survey (USGS) Oceano, California 7.5-minute quadrangle, in an unsectioned portion of the County (Pismo Land Grant).

The City of Arroyo Grande (City) is situated in southwestern San Luis Obispo County (County), in the Arroyo Grande Valley, approximately 15 miles south of the City of San Luis Obispo and 10 miles north of the Santa Barbara County line. No portion of the project corridor is within the Coastal Zone.

Project Background and Purpose

The City proposes a Complete Streets Plan for Halcyon Road to improve safety, mobility, and accessibility for all users, including bicyclists, pedestrians, transit vehicles, trucks, and motorists. Improvements would occur along a 1.2-mile transportation corridor on Halcyon Road between US 101 and The Pike and would include signalized crossings and intersections with increased visibility, improved sidewalk connectivity, new bike lanes, and reduced vehicle speeds while maintaining circulation for vehicular traffic. Specific goals of the proposed project are to enhance safety for all modes of travel, improve multimodal connectivity, provide adequate roadway capacity for diverse travel needs, promote economic vitality and visual character, recognize and address the urban and rural interface, recognize greenhouse gas reduction and air quality benefits, and engage the community.

Halcyon Road does not currently provide the necessary bicycle accommodations and lacks adequate pedestrian accommodations. Unsignalized crossings and intersections with poor visibility, lack of sidewalk connectivity, the absence of bike lanes, unclear or poorly marked lane markings, and high vehicle speeds present challenges to overall safety along the project corridor. The Plan proposes transportation enhancements so that all travel modes are accommodated and will promote safe and convenient walking and bicycling for residents and visitors. The concepts and recommendations within the Plan were developed based on feedback from the community, input from multiple workshops, extensive in-person and online surveys, comprehensive meetings with stakeholders, as well as from the review of existing plans, policies and programs that support walking, biking, driving, and overall community livability and sustainability.

San Luis Obispo County proposed a separate project, known as the Halcyon Road Project, for improvements to Halcyon Road between The Pike and SR 1. The Halcyon Road Project proposed changes to the Halcyon Road/SR 1 intersection and Arroyo Grande Creek crossing and other improvements along Halcyon Road south of SR 1 and the Complete Streets Plan area toward the Nipomo Mesa. Potential environmental impacts of the Halcyon Road Projects are contemplated in the 2007 Master EIR, which was certified in 2007. Those impacts have not been analyzed in this MND.

Project Description

The Complete Streets Plan divides the project study corridor into three (3) Context Zones to illustrate the changes in adjacent land uses and roadway characteristics along the corridor. The corridor is comprised of varying street conditions, land uses, and constraints and has been categorized into the following distinct Context Zones for detailed evaluation within each zone:

- Context Zone 1: Urban – US 101/ El Camino Real to East Grand Avenue
- Context Zone 2: Urban Transition – East Grand Avenue to Fair Oaks Avenue
- Context Zone 3: Neighborhood – Fair Oaks Avenue to The Pike

Existing constraints and proposed improvements within each Context Zone are summarized in Table 1 and described in further detail below.

Table 1. Summary of Constraints and Improvements by Context Zone

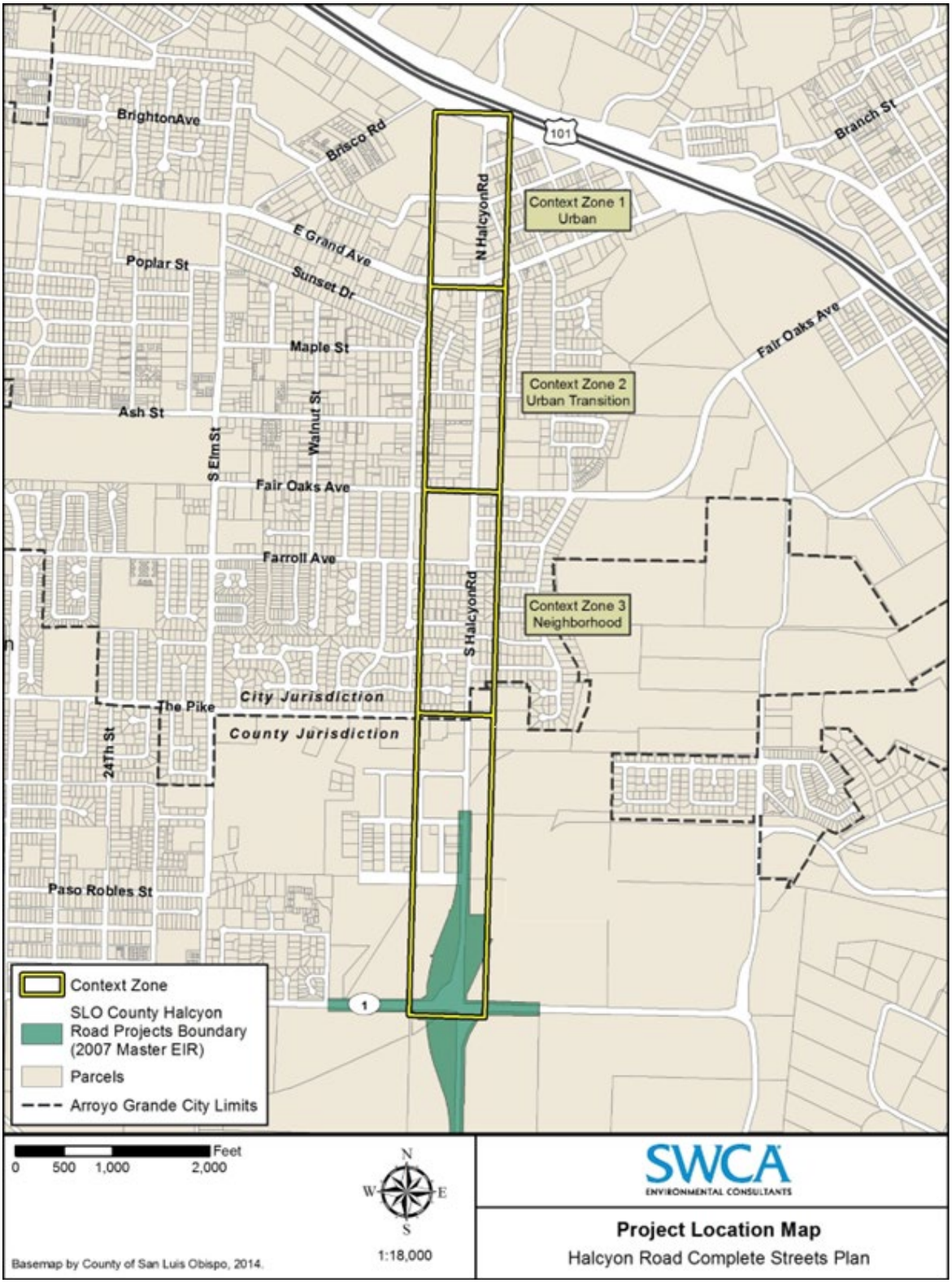
Context Zone	Existing Conditions and Issues	Proposed Multimodal Improvements
1: Urban (El Camino Real to East Grand Avenue)	• Lack of continuous and adequate sidewalks, • Difficulty in effectively accessing transit and park and ride facilities, • Proximity to US 101, Inconsistent lane configurations through intersections, and • Poor traffic signal timing.	• Class II Buffered Bike Lanes on both sides (except southbound approaching E. Grand Avenue will be a Bike Route), • Bike Box for left turning cyclists at El Camino Real, • Green Pavement treatment in conflict zones, • On-Street Parking at Arroyo Grande Police Department, • Complete sidewalk connectivity on northbound side, and • Install curb ramps at Bennett Avenue.
2: Urban Transition (East Grand Avenue to Fair Oaks Avenue)	• Poor traffic signal timings, • Speeding, • Lack of accessible curb ramps, • Poor crosswalk visibility, • Narrow and degraded sidewalks, • Limited visibility caused by on-street parking, and • Inconsistent or confusing lane configurations	• A brief four-lane section with striped Class II Bike Lanes between E. Grand Avenue and 150’ south of Park Way, • Transitions to a three-lane segment with two travel lanes and a center turn lane, • A Class II Buffered Bike Lane northbound, a striped Class II Bike Lane southbound, and on- street parking southbound, • Four on-street parking spaces are provided southbound in front of the Arroyo Grande Optometry building at Dodson Way, • Class IV Separated Bikeway is provided from Dodson Way to approximately 130’ feet. • South, in between the sidewalk and the parking zone, via a separated landscaped median, • Class IV Separated Bikeway is provided northbound, with a separated landscaped median, from the main hospital driveway to approximately 120’ north, • Green pavement treatment provided in the conflict zones, • Marked Crosswalk on north side of intersection at Dodson Way, and • Curb extensions are proposed at all corners of the Dodson Way intersection.

Table 1. Summary of Constraints and Improvements by Context Zone

Context Zone	Existing Conditions and Issues	Proposed Multimodal Improvements
3: Neighborhood (Fair Oaks Avenue to The Pike)	• Speeding, especially during school hours, • Lack of continuous sidewalk and accessible curb ramps, • Limited visibility caused by on-street parking, inconsistent or confusing lane configurations, and • Poor crosswalk visibility	• Install one of the two identified alternatives at the intersection of Halcyon Road and Fair Oaks Avenue. Alternative 1 consists of an update to the existing traffic signal head, timing modifications, and road diet with the addition of delineated bike lines. Alternative 2 consists of a modern, compact roundabout with a dedicated right turn lane northbound. The proposed roundabout will provide bike ramps for all approaches leading to a multi-use path, for both pedestrians and bicyclists to navigate the roundabout, as well as shared lane markings for cyclists within the roundabout. • Three lane cross-sections with two travel lanes, a center turn lane, • On-street parking is provided along Halcyon Road northbound between Cameron Court and 130’ north of Sandalwood Avenue, • Install all-way stop control at Halcyon Road and The Pike, • Class II Buffered Bike Lanes are proposed for both sides of Halcyon Road between Fair Oaks Avenue and Olive Street, and between Sandalwood Avenue and The Pike, • Northbound, a Class IV Separated Bikeway from Farroll Avenue to 130 feet north, • Southbound, a dedicated Bike Lane between the through lane and the right turn lane at Farroll Avenue. Green pavement treatment provided in the conflict zones, • A new two-stage crossing on the north side of Sycamore Drive, with a refuge island, • A continuous 6-foot-wide sidewalk on the east side of Halcyon Road from The Pike to Willow Lane, and a 7-foot-wide sidewalk from Willow Lane to Cameron Court, and • Curb Extensions and ADA curb ramps at various locations.

Figure 1. Project Vicinity Map

Figure 2. Project Location Map



Context Zone 1: Urban – El Camino Real to East Grand Avenue

Halcyon Road through Context Zone 1 is approximately 0.3 miles long and passes through a primarily urban area entirely within the City (Figure 3a). This urban Context Zone is predominately developed and provides critical access to important commercial and retail areas of the City of Arroyo Grande. Existing uses include commercial, residential, retail, and notable public facilities, including churches, the Arroyo Grande Cemetery, and the Arroyo Grande Police Department. This urban Context Zone also includes mature trees and landscaping adjacent to the existing roadway, as well as existing overhead utility lines, signage, street lighting, fencing, and other infrastructure.

The proposed typical roadway cross-sections for this segment would include one travel lane in each direction and Class II Buffered Bike Lanes (except on the southbound approach to East Grand Avenue) as well as on-street parking (1-hour) in front of the Arroyo Grande Police Department. Bicycle facilities would include Class II Buffered Bike Lanes for both sides of North Halcyon Road from El Camino Real to East Grand Avenue. At the intersection of North Halcyon Road and El Camino Real, the northbound approach would utilize a Bike Box to accommodate left-turning cyclists and to allow for better visibility. A green pavement treatment would be used in the conflict zone for left-turn bicycle traffic to provide a clearly defined route to the Bike Box. North of the intersection of North Halcyon Road and East Grand Avenue, the southbound Class II Bike Lane would transition to a Class III Bike Route with "Share the Road" signs and Sharrow pavement markings. Pedestrian facilities would be improved by filling existing sidewalk gaps to complete sidewalk infrastructure and by installing a new curb ramp at the northeast corner of Bennet Avenue and Halcyon Road.

Context Zone 2: Urban Transition –East Grand Avenue to Fair Oaks Avenue

Halcyon Road through Context Zone 2 is approximately 0.4 miles long and transitions from an urban area to a residential area (Figure 3a). This urban transition Context Zone is predominantly developed with urban uses, a few residential driveways having direct access to Halcyon Road, and direct access to parking lots for local commercial, office, and medical businesses. Existing uses include commercial, residential, retail, and public facilities, and notable land uses within this zone include the Arroyo Grande Community Hospital and other medical offices. The urban transition Context Zone also includes mature trees and landscaping adjacent to the existing roadway, as well as existing overhead utility lines, signage, street lighting, fencing, and other infrastructure.

There are three proposed typical cross-sections for this segment including a brief four-lane section with striped Class II Bike Lanes between Grand Avenue and Park Way, which would transition to a three-lane segment with two travel lanes, a center turn lane, a Class II Buffered Bike Lane northbound, a striped Class II Bike Lane southbound, and on-street parking southbound. The third typical cross-section between Dodson Way and Fair Oaks Boulevard would be a three-lane segment with two travel lanes, a center turn lane, and Class II Buffered Bike Lane north and southbound. One of two alternatives will be implemented at the intersection of Halcyon Road and Fair Oaks Avenue. Alternative 1 consists of a signalized intersection at the Halcyon Road and Fair Oaks intersection. This alternative prioritizes bicycle and pedestrian safety and access through the intersection and proposes a single through lane on each approach, with dedicated turn lanes for traffic heading north, east, and west. Alternative 2, consists of a modern compact roundabout with single entry and exit lanes, except for the westbound approach which proposes a right turn lane and a shared thru/left lane. There would be a single circulating lane around the roundabout. Motorists at the roundabout would be required to yield the right-of-way to pedestrians and bicyclists.

Bicycle facilities would include Class II Buffered Bike Lanes for both sides of Halcyon Road from Grand Avenue to Fair Oaks Avenue. At the intersection of Halcyon Road/Grand Avenue, the conflict zone between northbound bicycle traffic and right turning motorists would be separated and treated with green pavement markings. A Class II Buffered Bike Lane would be provided for northbound cyclists, from Fair Oaks Avenue to Park Way, where the road transitions to a four-lane cross-section. Additionally, a Class IV Separated Bikeway would be provided northbound, with a separated landscaped median, beginning north of the Halcyon Road entrance to the Arroyo Grande Community Hospital. A Class II Buffered Bike Lane is proposed for southbound cyclists from Dodson Way to Fair Oaks Avenue and a Class IV Separated Bikeway is proposed from Dodson Way to approximately 130 feet south. The proposed roundabout at Halcyon Road and Fair Oaks Avenue would provide bike ramps for all approaches, leading to a multi-use path as well as shared lane markings.

Pedestrian facilities include maintaining existing marked pedestrian crossings located on the south and east sides of the Halcyon Road/Dodson Way intersection and the addition of marked crossings on the north and west sides of the intersection. Curb extensions are proposed at all corners of the Dodson Way intersection, and the curb extension in the southwest corner of Dodson Way would accommodate pedestrian access and initiate the Class IV Separated Bikeway. Pedestrian crossing distances across vehicular lanes will also be reduced with Alternative 1 compared to existing conditions, which has a single through lane in each direction, turn lanes on the northbound, southbound, and westbound approaches, and buffered bike lanes on all of the receiving lanes. The new signal timing would include a Leading Pedestrian Interval which allows pedestrians to enter the crosswalk before vehicles have the green indication. For the roundabout alternative, the crosswalks at Halcyon Road/Fair Oaks Avenue would be improved with the Roundabout to become two-stage crossings by allowing pedestrians to focus on one traffic stream at a time while crossing and taking refuge in the splitter islands of the roundabout, as opposed to crossing the entire road at once as presented in the signal alternative.

Context Zone 3: Neighborhood – Fair Oaks Avenue to The Pike

Halcyon Road in Context Zone 3 is approximately 0.44 miles long and passes through a predominantly residential area (Figure 3b). This neighborhood Context Zone is developed with single-family residences between Fair Oaks drive and the southern City limits. Harloe Elementary School and the school fields are located at the northern end of the zone. This Context Zone also includes a small mobile home park within unincorporated San Luis Obispo County east of The Pike. This Context Zone also includes mature trees and landscaping adjacent to the existing roadway, as well as existing utility lines, signage, street lighting, fencing, and other infrastructure.

The proposed typical cross-section for this segment would generally be three lanes, with two travel lanes, a center turn lane, and Class II Buffered lanes northbound and southbound for the majority of the segment. Improvements to the intersection of Halcyon Road and Fair Oaks Avenue would include either an upgrade to the traffic signal and a road diet or construction of a compact roundabout. The signalized intersection would include Class II Bike Lanes on all approaches and delineating the bike lanes through the intersection with green paint markings. In the roundabout alternative, bicyclists would share the lane with motorists. Class II Bike Lanes would be provided southbound, without a striped buffer, between Olive Street and Sandalwood Avenue. Improvements to the intersection of Halcyon Road and The Pike would include additional pedestrian crossings and accessible curb ramps.

Bicycle facilities would include proposed Class II Buffered Bike lanes for both sides of Halcyon Road between Fair Oaks Avenue and Olive Street, and between Sandalwood Avenue and The Pike. Northbound, a Class IV Separated Bikeway via a landscaped median, is proposed from Farroll Avenue to the first

driveway downstream, approximately 130 feet. At the intersections of Halcyon Road/Farroll Avenue and Halcyon Road/The Pike, the conflict zones between southbound bicycle traffic and right turning motorists would be treated with green pavement markings to make bicyclists more visible and provide a clearly defined route. The proposed roundabout at Halcyon Road/Fair Oaks Avenue would provide bike ramps at all approaches leading to a multi-use path and shared lane markings. The implementation of both bike ramps and shared lane markings would accommodate all levels of experienced cyclists.

Pedestrian facilities in the roundabout alternative would include modifying the existing signalized crosswalks at Halcyon Road/Fair Oaks Avenue to a two-stage crossing by creating a center stopping point in the splitter islands of the roundabout. The only changes to the pedestrian facilities in the upgraded signalized intersection alternative would be changes to the crosswalk timing and addition of a lead interval. The proposed roundabout would provide a 10-foot-wide multi-use path for both pedestrians and bicyclists. Curb extensions are proposed at both corners of Todd Lane, the southwest corner of Farroll Avenue/Halcyon Road, and the southwest corner of Sandalwood Avenue/Halcyon Road. Americans with disabilities (ADA) curb ramps are proposed on the northeast corner of Willow Lane/Halcyon Road and the southeast corner of Virginia Drive/Halcyon Road. The existing crosswalk crossing at Farroll Avenue would be modified to align with the proposed curb extension on the southwest corner of Farroll Avenue/Halcyon Road and the proposed right-turn channelization. A new two-stage crossing is proposed on the north side of Sycamore Drive, crossing Halcyon, with a refuge island (center stopping point) in the center lane. A continuous 6-foot-wide sidewalk is proposed on the east side of Halcyon Road from The Pike to Willow Lane, and a 7-foot-wide sidewalk is proposed from Willow Lane to Cameron Court.

Figure 3a. Context Zone 1 and 2

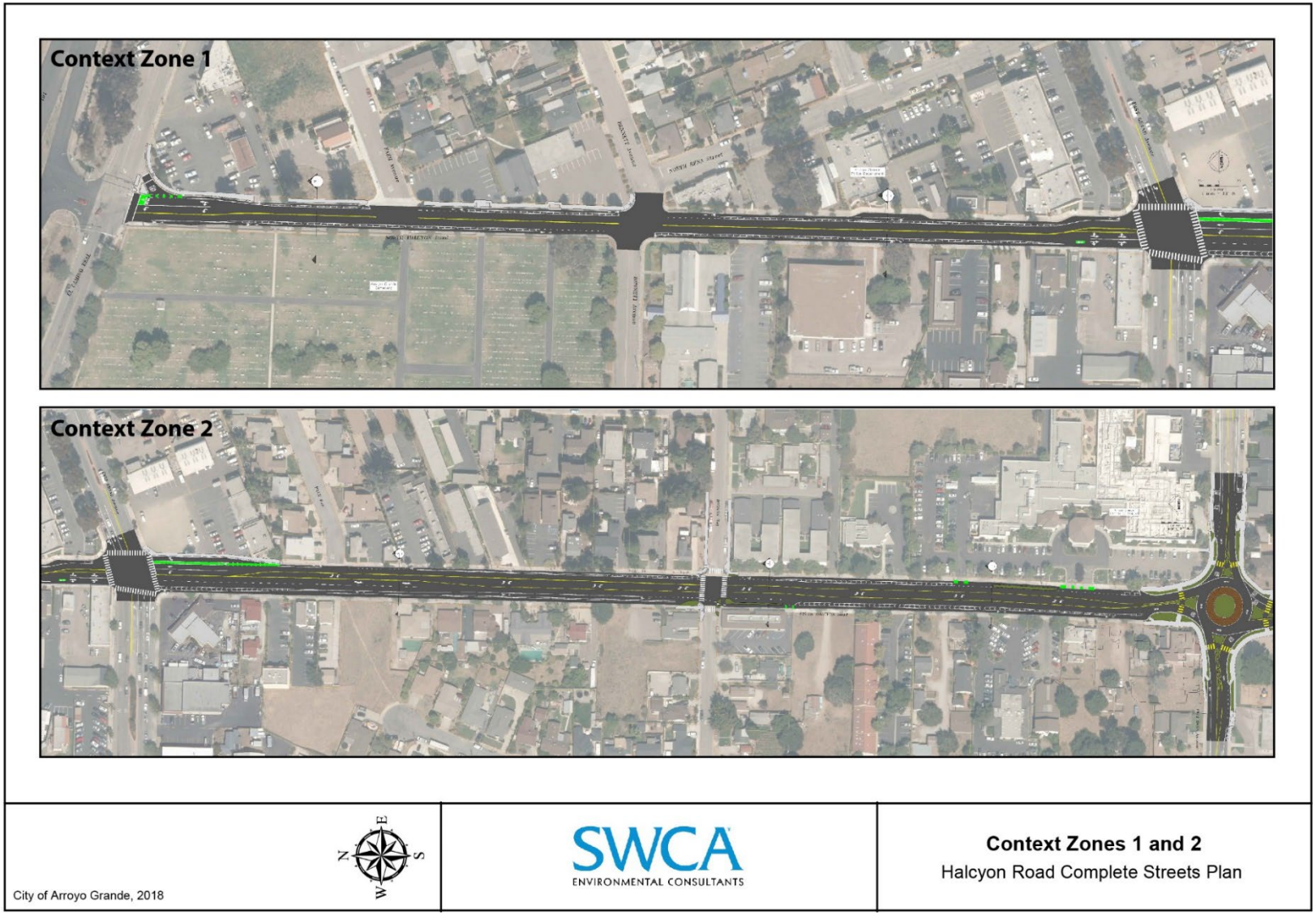


Figure 3b. Context Zone 3

Other Required Public Agency Approvals

Project construction and implementation would require the City to obtain permits and other forms of approval from various federal and state agencies. These authorizations may be issued in the form of regulatory permits, agreements, or other forms of environmental review/approval. As proposed, the project is expected to require authorizations/permits from the following agencies:

Table 2. Agency Permits/Authorizations

Responsible Agency	Applicable Permit or Authorization
City of Arroyo Grande	CEQA Lead Agency Environmental Clearance/Adoption
San Luis Obispo County Air Pollution Control District (APCD)	Construction permits, if necessary, for future implementation of project components

Related Projects

The Halcyon Road Complete Streets Plan has been designed to be consistent and compatible with the improvements proposed under the County of San Luis Obispo's Halcyon Road Projects and 2007 Master EIR.

3. Environmental Checklist

Project Information

Project Title:	Halcyon Road Complete Streets Project
Lead Agency Name & Address:	City of Arroyo Grande 300 East Brach Street Arroyo Grande, CA 93420
Contact Person & Telephone Number:	Andrew Perez, Planning Manager (805) 473-5420
Project Location:	Halcyon Road between US Route 101 (US 101) and The Pike in the City of Arroyo Grande, San Luis Obispo County, California.
Project Sponsor Names & Addresses:	City of Arroyo Grande 300 East Brach Street Arroyo Grande, CA 93420
General Plan Designation:	Multiple
Zoning:	Multiple
Description of Project:	Improvements to Halcyon Road to create a Complete Street to improve safety, mobility, and accessibility for all users.
Surrounding Land Uses & Setting:	Community facilities, mixed-use, office professional, residential, agricultural.
Approval Required from Other Public Agencies:	APCD

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:

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

Determination

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.

☒ I find that, although the original scope of the proposed project **COULD** have a significant effect on the environment, there **WILL NOT** be a significant effect because revisions/mitigations to the project have been made by or agreed to by the applicant. A **MITIGATED NEGATIVE DECLARATION** will be prepared.

☐ I find that the proposed project **MAY** have a significant effect on the environment and an **ENVIRONMENTAL IMPACT REPORT** or its functional equivalent will be prepared.

☐ I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated impact" on the environment. However, at least one impact has been adequately analyzed in an earlier document, pursuant to applicable legal standards, and has been addressed by mitigation measures based on the earlier analysis, as described in the report's attachments. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the impacts not sufficiently addressed in previous documents.

☐ I find that, although the proposed project could have had a significant effect on the environment, because all potentially significant effects have been adequately analyzed in an earlier EIR or Negative Declaration, pursuant to applicable standards, and have been avoided or mitigated, pursuant to an earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, all impacts have been avoided or mitigated to a less-than-significant level and no further action is required.

Andrew Perez
Planning Manager

May 23, 2023
Date

Evaluation of Environmental Impacts

1. A brief explanation, adequately supported by the information sources cited, is required for all answers, except "No Impact." A "No Impact" answer is adequately supported if the referenced information sources show that the impact does not apply to the project being evaluated (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on general or project-specific factors (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must consider the whole of the project-related effects, both direct and indirect, including off-site, cumulative, construction, and operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether that impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate when there is sufficient evidence that a substantial or potentially substantial adverse change may occur in any of the physical conditions within the area affected by the project that cannot be mitigated below a level of significance. If there are one or more "Potentially Significant Impact" entries, an Environmental Impact Report (EIR) is required.
4. A "Mitigated Negative Declaration" (Negative Declaration: Less Than Significant with Mitigation Incorporated) applies where the incorporation of mitigation measures, prior to declaration of project approval, has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact with Mitigation." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR (including a General Plan) or Negative Declaration [CCR, Guidelines for the Implementation of CEQA, § 15063(c)(3)(D)]. References to an earlier analysis should:
    a) Identify the earlier analysis and state where it is available for review.
    b) Indicate which effects from the environmental checklist were adequately analyzed in the earlier document, pursuant to applicable legal standards, and whether these effects were adequately addressed by mitigation measures included in that analysis.
    c) Describe the mitigation measures in this document that were incorporated or refined from the earlier document and indicate to what extent they address site-specific conditions for this project.
6. Lead agencies are encouraged to incorporate references to information sources for potential impacts into the checklist or appendix (e.g., general plans, zoning ordinances, biological assessments). Reference to a previously prepared or outside document should include an indication of the page or pages where the statement is substantiated.
7. A source list should be appended to this document. Sources used or individuals contacted should be listed in the source list and cited in the discussion.
8. Explanation(s) of each issue should identify:
    a) the criteria or threshold, if any, used to evaluate the significance of the impact addressed by each question; and,
    b) the mitigation measures, if any, prescribed to reduce the impact below the level of significance.

4. Environmental Issues

I. Aesthetics

Environmental Setting

The Halcyon Road corridor runs north to south from US 101 to SR 1 for approximately 1.7 miles in the City of Arroyo Grande and County of San Luis Obispo. The Plan proposes improvements within a 1.2 section of the corridor between US 101 and The Pike. The project area is largely urbanized within each Context Zone. The existing roadway is lined with trees, landscaping, overhead utility lines, street lighting, signage, fencing and other infrastructure commonly observed in developed urban areas. Roadway improvements in the past have been minimal aside from necessary maintenance, and many modern safety and design standards are absent along the corridor. One of the principal concepts of a complete street design is to improve public safety and circulation while creating a modern, welcoming design that reflects the identity of the community. The Complete Streets Plan has been designed to not only improve safety for multi-modal transportation, but to also further enhance and beautify the corridor by incorporating design concepts developed by the community.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Discussion

a) – c): For CEQA purposes, a scenic vista is generally defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. A substantial adverse effect on a scenic vista would occur if the proposed project would significantly degrade the scenic landscape as viewed from public roads or other public areas. The project corridor extends through a highly urbanized area comprised of substantial development and infrastructure and is not considered a scenic vista.

The project would be highly visible to anyone traveling along the corridor as well as to surrounding businesses and residents. The existing visual quality of the corridor could generally be characterized as moderate, where new improvements would enhance the overall setting and experience for travelers and nearby businesses or residents. Each Context Zone will be developed in a fashion that is consistent with its local setting (i.e., urban, neighborhood, rural) while maintaining the community's identity. Improvements include features like bike lanes, curb extensions, sidewalks, striped and signalized crosswalks, sharrows, and green paint for dedicated bike lanes, and potentially a roundabout. These improvements would not substantially or adversely change the visual character or quality of the project

area and would generally improve the appearance of existing and proposed transportation facilities along Halcyon Road.

Short-term construction activities have the potential to create visual impacts in the project area associated with the presence of construction equipment, earthwork activities, detour signage, etc. However, these impacts would be temporary in nature and limited to the construction period. Construction of the proposed improvements would also occur in phases, as funding is available; therefore, construction-related impacts would not occur at a single time and would be minimized through phased project implementation.

US 101 and SR 1 in the project vicinity are designated as an "Eligible State Scenic Highway – Not Officially Listed" by the California Scenic Highway Mapping System Visual quality of the project area is dominated primarily by urban development and road infrastructure. There are no scenic rock outcroppings or historic buildings in the project vicinity that would be damaged as a result of project development. The project would require road widening which may result in some tree removal within the City's right-of-way. The Plan proposes planted medians, landscaping, and street trees that would improve visual quality and views of the project area and its surroundings. Proposed improvements to the streetscape are low impact and will not have an impact on US 101 or SR 1. Therefore, implementation of the project would not substantially degrade the existing setting or views.

Therefore, potential impacts would be less than significant.

d): The project proposes removal and replacement of existing traffic and safety lighting in the project corridor to accommodate roadway modifications and improvements. Consistent with the project's goal of enhancing safety, complete streets elements such as high visibility crosswalks with roadway lighting and crossing beacons are included to provide additional safety to pedestrians by increasing motorist awareness. Construction of the project may also require the use of additional temporary lighting during construction activities.

The project corridor is primarily located in an urbanized area and consists of substantial sources of existing light and glare, including standard traffic and pedestrian signals, safety lighting, and outdoor lighting associated with adjacent land uses. The lighting proposed in relation to the project would not substantially differ from existing conditions in terms of the intensity of light and the areas illuminated. Under Alternative 1, the project is not anticipated to increase the amount of lighting when compared to existing conditions. Alternative 2 does require a minor increase in the number of streetlights at the roundabout when compared to existing conditions but does will not be a substantial increase. Additionally, the removal of the traffic signal eliminates an existing light source. In addition, compliance with applicable Municipal Code standards in Section 16.48.090, including shielding of outdoor lighting and measures to minimize light trespass onto adjacent properties and glare, would further reduce the potential for significant impacts.

Therefore, potential impacts would be less than significant.

Mitigation Measures and Residual Impacts

No significant impacts to aesthetic resources were identified; therefore, no mitigation measures are required.

II. Agriculture and Forestry Resources

Environmental Setting

The California Department of Conservation and Natural Resources Conservation Service (NRCS) classify agricultural lands into five categories: Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, and Farmland of Local Potential. Non-farmlands are classified as Grazing Land, Urban and Built-Up Land, Other Land, or Water.

The Williamson Act of 1965 is the state's principal policy for the preservation of agricultural, open-space, and rangeland. The program encourages landowners to work with local governments to protect important farmland and open space in exchange for tax benefits. As land is restricted to agricultural and compatible open space uses under the Williamson Act, it is assessed for property taxes at a rate consistent with its actual use, rather than the potential value of the land.

The Agriculture, Conservation, and Open Space Element of the City's General Plan identifies the importance of avoiding and/or mitigating the loss of prime farmland soils and of conserving non-prime agriculture uses and natural resource lands. The City's policies also recognize the importance of allocation and conservation of ground and surface water resources for agricultural uses and the need to minimize potential urban and fringe area development that would divert such resources away from agricultural uses.

Context Zones 1, 2, and 3 are all within Urban and Built-Up Land. Parcels located south of the project area are classified as Prime Farmland but will not be impacted by the proposed improvements. These parcels are zoned for Agricultural land use and are currently under Williamson Act contracts (APN# 062-311-037, 075-011-022, 075-031-016, 075-032-013).

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	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?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220)g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒

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

** 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 Department of Conservation as an optional model for use in assessing impacts on agricultural and farmland.*

Discussion

a – e): As discussed above, Context Zones 1, 2, and 3 are all within Urban and Built-Up Land, while parcels to the south of the project area are classified as Prime Farmland, some of which are under Williamson Act contracts. Context Zones 1, 2, and 3 do not contain Important Farmland, agricultural zoning, lands under Williamson Act contract, or forest land. No impact to agricultural resources would occur in these zones regardless of the alternative chosen for the Halcyon Road and Fair Oaks Avenue intersection. Therefore, the project would not impact agricultural soils that currently support agricultural uses or could support agricultural uses in the future and no significant conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance would occur. The project would improve multimodal facilities, particularly for bicyclists and pedestrians, but would not substantially change existing uses and would not conflict with adjacent agricultural zoning or uses outside of the public right-of-way. The project area does not contain any forest land or timber land; no impact to these resources would occur. Therefore, the project would not result in other changes which, due to their nature or location, could result in conversion of Farmland.

Therefore, no impacts would occur.

Mitigation Measures and Residual Impacts

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

III. Air Quality

Environmental Setting

San Luis Obispo County is part of the South-Central Coast Air Basin, which also includes Santa Barbara and Ventura Counties. The climate of the basin area is strongly influenced by its proximity to the Pacific Ocean. Airflow around and within the basin plays an important role in the movement and dispersion of pollutants. The speed and direction of local winds are controlled by the location and strength of the Pacific high-pressure system and other global weather patterns, topographical factors, and circulation patterns that result from temperature differences between the land and the sea.

The San Luis Obispo County Air Pollution Control District (APCD) has developed and updated their CEQA Air Quality Handbook (2012) to evaluate project specific impacts and help determine if air quality mitigation measures are needed, or if potentially significant impacts could result. To evaluate long-term emissions, cumulative effects, and establish countywide programs to reach acceptable air quality levels, the APCD has prepared and adopted a Clean Air Plan.

The County's air quality is measured by multiple ambient air quality monitoring stations, including four APCD operated permanent stations, two state-operated permanent stations, two special stations, and one station operated by Tosco Oil Refinery for monitoring Sulfur Dioxide (SO_2) emissions.

San Luis Obispo County is in non-attainment status for ozone (O_3) and respirable particulate matter (PM_{10}) under the California Air Resource Board (CARB) standards. The County is in attainment status for all other applicable CARB standards.

The project site is not within an area identified as having a potential for Naturally Occurring Asbestos (NOA) to occur based on the APCD's NOA Map (APCD 2023).

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. The California Air Resources Board (ARB) has identified the following typical groups who are most likely to be affected by air pollution: children under 14, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. Sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. Sensitive receptors near the project area include nearby businesses and residences, Arroyo Grande Community Hospital and medical offices, Harloe Elementary School, Berean Bible Church, United Methodist Church, and The Temple of the People.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☒	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
d) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

** Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied on to make these determinations.*

Discussion

a): The project would improve existing transportation infrastructure and does not propose a new or increased use in the project area. The proposed use is consistent with the general level of development anticipated and projected in the Clean Air Plan as well as other applicable regional and local planning documents. The project, including either alternative chosen for the Halcyon Road and Fair Oaks Avenue intersection, would improve the function of state and local transportation systems in the project area, thereby reducing congestion and generally benefitting air quality. Therefore, the proposed project would not conflict with or otherwise obstruct implementation of the APCD Clean Air Plan.

Potential impacts would be <u>less than significant</u>.

b): The proposed project, including either alternative for the Halcyon Road and Fair Oaks Avenue intersection, is designed to support alternative means of transportation with an overarching goal of achieving air quality benefits through the reduced use of motor vehicles, reduced traffic congestion, and reduced GHG. Although construction activities on individual projects identified in the plan may result in a temporary, short-term increase in pollutants, there would be no long term, cumulative increase in the amount of criteria pollutants due to this project. Short term, construction related impacts are mitigated by mitigation measures AQ/mm-1 and AQ/mm-2.

Therefore, the project would not result in a net increase of any criteria pollutant and short-term construction related impacts would be less than significant with mitigation.

c): Proposed improvements within the project area are located within close proximity to sensitive receptors (e.g., Arroyo Grande Community Hospital, Harloe Elementary School, which are located adjacent to the Halcyon Road right-of-way).

Construction Impacts. While the long-term benefits would improve air quality, short-term, construction related impacts could generate emissions that exceed the APCD recommended construction significance thresholds shown in Table 3.

Table 3: Screening Emission Rates for Construction Operations

Pollutant	Threshold (1)		
	Daily	Quarterly – Tier 1	Quarterly – Tier 2
ROG + NO_x (combined)	137 lbs.	2.5 tons	6.3 tons
Diesel Particulate Matter (DPM)	7 lbs.	0.13 tons	0.32 tons
Fugitive Dust (PM_{10})(2)		2.5 tons	
Greenhouse Gases (CO_2, CH_4, N20, HFC, CFC, F6S)	Amortized and combined with operational emissions		

1. Daily and quarterly emission thresholds are based on the California Health & Safety Code and the CARB Carl Moyer Guidelines.
2. Any project with a grading area greater than 4.0 acres of worked area can exceed the 2.5-ton PM10 quarterly threshold.

Construction-generated emissions are short-term and of temporary duration, lasting only as long as construction activities occur, but possess the potential to represent a significant air quality impact, particularly when located in close proximity to sensitive receptors. Construction activities that typically result in short-term emissions may include, but are not limited to, demolition, site grading and excavation, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne PM are largely dependent on the amount of ground disturbance associated with site preparation activities.

All construction vehicles and equipment would be required to be equipped with the State-mandated emission control devices pursuant to State emission regulations and standard construction practices.

After construction is complete, all construction-related impacts would cease. Short-term construction emissions would be further reduced with the implementation of standard dust and diesel particulate matter (DPM) suppression measures outlined within the APCD rules and regulations.

The specific construction-related requirements associated with future development of the proposed improvements are not known at this time. As a result, no modeling of potential construction emissions was performed. However, future development would be anticipated to result in an increase in short-term construction-generated emissions. Project-related disturbance would be fairly minimal and would require limited grading, predominantly limited to the roundabout and areas of proposed road widening. As a result, construction of future transportation improvements would be considered to have a potentially significant short-term air quality impact. Implementation of mitigation measures AQ/mm-1 and AQ/mm-2 would reduce potential impacts to be less than significant.

Construction-related impacts would be less than significant with mitigation

Operational Impacts. The Plan would support alternative means of transportation, including improvements to transit, pedestrian, and bicycling networks. Although construction of future transportation improvements may result in a redistribution of local vehicle traffic, these improvements are proposed for purposes of improving overall circulation system performance, and reducing vehicle hours traveled, congestion, and idling. Modeling for the project shows that either alternative proposed for the intersection of Halcyon Road and Fair Oaks Avenue is anticipated to increase the level of service for vehicles. The increased level of service will decrease the amount of vehicle queueing and therefore, reduce the amount of emissions that the sensitive receptors will be exposed too.

Operational impacts would be less than significant.

d): Construction Impacts. Construction of the proposed project would generate odors associated with construction smoke/dust and equipment exhaust and fumes. Excavated and demolition materials may also contain objectionable odors within unearthed materials. The proposed construction activities would not differ significantly from those resulting from any other type of construction project. Any effects would be short-term in nature and limited to the construction phase of the project. Therefore, the project would not create objectionable odors affecting a substantial number of people.

Construction-related impacts would be less than significant.

Operational Impacts. The Plan would support alternative means of transportation, including improvements to transit, pedestrian, and bicycling networks. Although construction of future transportation improvements may result in a redistribution of local vehicle traffic, these improvements are proposed for purposes of improving overall circulation system performance, and reducing vehicle hours traveled, congestion, and idling. As a result, implementation of the proposed project would result in overall reductions in mobile-source emissions and odors. As a result, implementation of the proposed project would result in overall reductions in objectionable odors. This impact is considered less than significant.

Operational impacts would be less than significant.

Mitigation Measures and Residual Impact

To minimize the potential significant impacts to air quality, the following mitigation measures would be implemented.

AQ/mm-1 *Prior to issuance of construction permits, the following measures shall be incorporated into the construction phase of the project and shown on all applicable plans:*

Construction Equipment

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

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

c. *Use diesel construction equipment meetings CARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with State Off-Road Regulation;*

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

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

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

g. *Diesel idling within 1,000 feet of sensitive receptors is not permitted;*

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

i. *Electrify equipment when feasible;*

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

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

AQ/mm-2 *Upon application for construction permits, all required PM10 measures shall be shown on applicable grading or construction plans and made applicable during grading and construction activities as described below.*

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

b. *Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and exceeding APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Increased watering frequency would be required whenever wind speeds exceed 15 miles per hour (mph). Reclaimed (non-potable) water should be used whenever possible When drought conditions exist and water use is a concern, the contractor or builder should consider use of a dust suppressant that is effective for the specific site conditions to reduce the amount of water used for dust control;*

c. *All dirt stockpile areas should be sprayed daily and covered with tarps or other dust barriers as needed;*

d. *All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with California Vehicle Code §23114;*

e. *"Track-Out" is defined as sand or soil that adheres to and/or agglomerates on the exterior surfaces of motor vehicles and/or equipment (including tires) that may then fall onto any highway or street as described in CVC Section 23113 and California Water Code 13304. To prevent 'track out', designate access points and require all employees, subcontractors, and others to use them. Install and operate a 'track-out prevention device' where vehicles enter and exit unpaved roads onto paved streets. The 'track-out prevention device' can be any device or combination of devices that are effective at preventing track out, located at the point of intersection of an unpaved area and a paved road. Rumble strips or steel plate devices need periodic cleaning to be effective. If paved roadways accumulate tracked out soils, the track-out prevention device may need to be modified;*

f. *All fugitive dust mitigation measures shall be shown on grading and building plans;*

g. *The contractor or builder shall designate a person or persons whose responsibility is to ensure any fugitive dust emissions do not result in a nuisance and to enhance the implementation of the mitigation measures as necessary to minimize dust complaints and reduce visible emissions below the APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Their duties shall include holidays and weekend periods when work may not be in progress (for example, wind-blown dust could be generated on an open dirt lot). The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition (Contact the Compliance Division at 805- 781-5912).*

Take additional measures as needed to ensure dust from the project site is not impacting areas outside the project boundary All of these fugitive dust mitigation measures shall be shown on grading, construction and building plans; and the contractor shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20% opacity, and to prevent transport of dust off-site. Their duties shall include monitoring the effectiveness of the required dust control measures (as conditions dictate) and shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition.

With the incorporation of these measures, residual impacts to air quality would be less than significant.

IV. Biological Resources

Environmental Setting

The project corridor is located within a developed area bordered by numerous businesses and residences. Vegetation present within Context Zones 1, 2, and3 is limited to ruderal (disturbed) habitat along the road shoulder and landscaped areas that consist of ornamental groundcover and planted trees.

Based on the California Natural Diversity Database (CNDDB) and an online species list approved by U.S. Fish and Wildlife Service (USFWS), 52 special-status plant species, 37 special-status animal species, and 6 sensitive habitats were considered for potential to occur within the project area (CNDDB 2018, USFWS 2018). All of these species were taken into consideration within this impact analysis; however, it was determined that the entire project corridor does not provide suitable habitat for any sensitive plant or wildlife species, nor does the project corridor provide a suitable wildlife corridor. No sensitive species surveys were conducted as part of this analysis.

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

Discussion

a): Plant Species. Based on a literature review and database query, there are 52 special-status plant species that occur within a 10-mile radius of the project site. The project corridor is almost entirely developed and those areas with any vegetation are limited to ruderal (disturbed) and landscaped habitats.

These habitats provide no value for sensitive species that occur in the region. Therefore, no focused surveys were needed to determine that the project corridor would not result in any impact to sensitive plant species.

Wildlife Species. Based on the literature review and database queries, 37 special-status animal species occur in the region. Due to lack of suitable habitat for these species, no state or federally listed species are expected to occur within the project corridor. However, the project corridor does provide some limited habitat for nesting migratory bird species within any vegetation occurring within the corridor. Potential impacts to nesting migratory birds include direct impacts (injury or mortality) associated with the use and movement of construction equipment, construction materials and debris, and vegetation and/or tree or vegetation removal within the project corridor, if these species are nesting within proposed impact areas. Indirect impacts of construction activities, including destruction or modification of habitat and generation of noise, vibration, and dust may cause temporary disturbance to these species, if present. Implementation of BIO/mm-1 and BIO/mm-2 such as appropriate timing of vegetation removal, preconstruction surveys, and exclusion zones would reduce the potential for adverse effects to special-status animal species.

Therefore, potential impacts to sensitive species would be less than significant with mitigation.

b-c): There are no riparian habitats, sensitive habitats, designated critical habitat, wetlands, or jurisdictional features within the project corridor, except areas proposed as a part of the County's separate Halcyon Road Projects (refer to Figure 2, Project Location).

Therefore, no impacts to riparian or sensitive habitat areas, jurisdictional waters, or wetlands would occur.

d): The project corridor does not contain wildlife corridors due to the extent of urban development. Nearby, Arroyo Grande Creek provides a corridor for wildlife movement up and down the creek; however, no changes would occur within 700 feet of the creek. Proposed improvements would modify or replace similar existing infrastructure and would not interfere with the movement of species.

Therefore, no impacts would occur.

e): The City of Arroyo Grande Municipal Code Section 12.16 is designed to preserve, enhance, and revitalize the City's urban forest. The proposed project could require that some trees be relocated or removed to accommodate street improvements within the right-of-way. The Complete Streets Plan proposes planted medians, landscaping, and street trees to reduce collisions and provide refuge for pedestrian crossings while beautifying the area. This would be consistent with the City's tree ordinance and would not conflict with any other local policies or ordinances protecting biological resources.

Therefore, potential impacts would be less than significant.

f): The project is not within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other habitat conservation plan.

No impacts would occur.

Mitigation Measures and Residual Impact

To minimize the potential significant impacts to biological resources, the following mitigation measures would be implemented.

> ***BIO/mm-1:*** *During construction, the project contractor shall implement the following measures, as appropriate to avoid the spread of invasive species:*
>
> a. *To avoid the spread of invasive species, the contractor shall stockpile topsoil and redeposit the stockpiled soil within the excavated trenches after construction of the new project component is complete, or transport topsoil to a certified landfill for disposal.*
>
> b. *During construction, the project contractor will make all reasonable efforts to limit the use of imported soils for fill. Soils currently existing on-site should be used for fill material. If the use of imported fill material is necessary, the imported material must be obtained from a source that is known to be free of invasive plant species; or the material must consist of purchased clean material such as crushed aggregate, sorted rock, or similar.*
>
> c. *Any landscape and/or restoration planting plans, if proposed, must emphasize the use of native species expected to occur in the area. Project plans must avoid the use of plant species that the California Invasive Plant Council (Cal-IPC), California Exotic Pest Plant Council (Cal-EPPC), CDFW, or other resource organizations considers to be invasive or potentially invasive. Prior to issuance of grading permits, all project landscape and restoration plans shall be verified to ensure that the plans do not include the use of any species considered invasive by the Cal-IPC, Cal-EPPC, or CDFW.*
>
> d. *Use of rodenticides and herbicides shall be prohibited.*
>
> ***BIO/mm-2:*** *If feasible, removal of trees or vegetation shall be scheduled to occur in the fall and winter (between September 1 and February 15), after fledging and before the initiation of the nesting season. If trees or vegetation must be removed from February 15 to September 15, a qualified biologist shall be retained to conduct pre-construction surveys for nesting bird species within the project site. If active nests are observed, the contractor shall either: 1) wait for such nesting birds to fledge and leave the project site; 2) establish 100-foot exclusion zones around active nests, where construction will not be allowed in these exclusion zones until young have fledged; or 3) consult with the appropriate resource agencies for guidance prior to site disturbance.*

With the incorporation of these measures, residual impacts to biological resources would be less than significant.

V. Cultural Resources

Environmental Setting

The city is located within lands traditionally occupied by the Chumash. The project corridor is in the immediate vicinity of significant archaeological sites and is considered highly sensitive for archaeological resources.

There are no historic buildings or structures directly within the project corridor; however, the community of Halcyon, a designated National Historic Site, lies west of Halcyon Road between Temple Street and La

Due Street in south of the project area. The County of San Luis Obispo's General Plan has also identified this area to be within a Historic Resources Combining Designation, containing historic resources that include the Blue Star Memorial Temple, the Halcyon Store and US Post Office, the Hiawatha Lodge, and the Library. There are also numerous historic-age structures adjacent to the corridor that have not been evaluated for eligibility as a historic resource.

Museum collection records maintained by the University of California Museum of Paleontology (UCMP) indicate that 2,003 paleontological specimens have been recorded within San Luis Obispo County, from the Tertiary period and the Oligocenen and Miocenen epochs (UCMP 2018). The project corridor consists of the following geologic units: Qos (older sand dune deposits) and Qal (older alluvial deposits and beach sands). Sensitivity for paleontological resources in Qal is very low (no fossil records). Paleontological sensitivity in Qos is high, with typical fossil types consisting of terrestrial vertebrates.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Discussion

a): There are no historic buildings or structures directly within the project corridor. The proposed project would not directly impact historical resources or cause a direct substantial adverse change in the significance of a historical resource. The project corridor extends adjacent to the community of Halcyon, a designated National Historic Site, and potentially other historic resources and structures in adjacent developed areas. The types of improvements proposed under the Complete Streets Plan would require minimal disturbance throughout the corridor (e.g., road striping, sidewalk construction) and would not significantly affect adjacent development. The proposed roundabout would be predominantly within existing road right-of-way and designed to facilitate improved access and connectivity with adjacent development and would not adversely affect the adjacent built environment.

Therefore, potential impacts would be <u>less than significant</u>.

b): Given the abundance of historic and prehistoric archaeological resources known to be located in the City of Arroyo Grande, the project corridor is considered sensitive for the presence of known and previously unidentified archaeological resources. It is possible that intact archaeological deposits may be present below paved and/or developed portions of the study area. Early development may have served as a means of "capping" any resources that may have been present in the currently obscured portions of the project corridor. While these paved areas are planned to be subject to varying levels of potential disturbance, any excavations into native soils below prior disturbance would have a heightened potential for discovery of previously undiscovered, subsurface archaeological resources.

Although the uppermost 2 to 3 feet within the road prism of developed areas have largely been disturbed by excavation from the placement of utilities and associated infrastructure, it is possible that intact native soils remain capped at greater depth. Where excavations for the proposed improvements occur in unpaved areas or extend to depths containing native soils in paved areas, there is increased potential to encounter buried archaeological deposits. A California Historic Resources Information System database search was performed and revealed that there are sensitive archaeological sites located in the proximity of the corridor. Despite the presence of sensitive sites near the project area, the inclusion of mitigation measures CUL/mm-1 CUL/mm-2, CUL/mm-3, and CUL/mm-4 will ensure impacts to any unknown resources that may be encountered during project development would be minimized.

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

c): No human remains are known to exist within the proposed project corridor, and the likelihood for unknown remains to exist is low within the uppermost 2 to 3 feet due to the extent of previous disturbance. However, the project corridor is considered highly sensitive for archaeological resources and the discovery of unknown human remains is always a possibility during ground disturbance. Protocol for properly responding to the inadvertent discovery of human remains is identified in the State of California Health and Safety Code Section 7050.5. This code section states that no further disturbance shall occur until the County of San Luis Obispo (County) Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the human remains are determined to be prehistoric, the Coroner will notify the California Native American Heritage Commission (NAHC), which will determine and notify a most likely descendant. Mitigation measures CUL/mm-1 CUL/mm-2, CUL/mm-3, and CUL/mm-4 will ensure impacts to archaeological resources, including human remains, are avoided and minimized.

Therefore, potential impacts associated with the disturbance of human remains would be less than significant with mitigation.

Mitigation Measures and Residual Impact

To minimize the potential significant impacts to cultural resources, the following mitigation measures would be implemented.

> ***CUL/mm-1*** *Prior to project implementation, including activities within paved areas and landscaped areas, the City shall prepare an Archaeological Monitoring Plan (AMP). A standard clause shall be included in every grading and construction contract to inform contractors of this requirement. The AMP shall include (but not be limited to) the following:*
>
> *a. A list of personnel involved in the monitoring activities;*
>
> *b. Description of Native American involvement;*
>
> *c. Description of how the monitoring shall occur;*
>
> *d. Description of frequency of monitoring (e.g., full time, part time, spot checking);*
>
> *e. Description of what resources are expected to be encountered;*
>
> *f. Description of circumstances that would result in the halting of work at the project site;*

g. Description of procedures for halting work on the site and notification procedures;

h. Description of monitoring reporting procedures; and,

i. Provide specific, detailed protocols for what to do in the event of the discovery of human remains.

CUL/mm-2 *An archaeological and Native American monitor shall be present during project related ground disturbing activities that have the potential to encounter previously unidentified archaeological resources, as outlined in the AMP prepared to satisfy CUL/mm-1. Archaeological monitoring may cease at any time if the City-qualified archaeologist, in coordination with City, determines that project activities do not have the potential to encounter and/or disturb unknown resources. A standard clause shall be included in every grading and construction contract to inform contractors of this requirement.*

CUL/mm-3 *If a potentially significant cultural resource is encountered during subsurface earthwork activities, and an archaeological and/or Native American monitor is not present, all construction activities within a 100-foot radius of the find shall cease and the City shall be notified immediately. Work shall not continue until a qualified archaeologist, in conjunction with locally affiliated Native American representative(s) as necessary, determines whether the uncovered resource requires 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 CEQA criteria by a qualified archaeologist. Potentially significant cultural resources consist of, but are not limited to, stone, bone, glass, ceramic, wood, or shell artifacts; fossils; or features including hearths, structural remains, or historic dumpsites.*

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 CCIC, located at the University of California, Santa Barbara, and provide for the permanent curation of the recovered materials.

CUL/mm-4 *If human remains are encountered during earth-disturbing activities, State Health and Safety Code Section 7050.5 requires that all work in the adjacent area shall stop immediately and that the County Coroner shall be notified immediately. Work shall not continue until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. If the human remains are determined to be prehistoric, the Coroner will notify the NAHC, which will designate and notify a Most Likely Descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.*

With the incorporation of these measures, residual impacts to cultural resources would be less than significant.

VI. Energy

Environmental Setting

The City of Arroyo Grande's General Plan and 2013 Climate Action Plan, the County Bikeways Plan, and the SLOCOG Regional Transportation Plan/ Sustainable Communities Strategy all set forth policies and goals aimed at reducing vehicle trips and energy used for transportation through coordinated transportation and land use planning. These measures include network and infrastructure improvements for alternative modes of transportation, improved public transportation, and mixed-use development. Currently, the Halcyon corridor lacks safe and convenient alternatives to using a passenger vehicle for traveling.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	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?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

Discussion

a): The Plan proposes transportation enhancements that would encourage less energy and fossil fuel dependent modes of transportation such as walking and biking. However, during construction, fossil fuels, electricity, and natural gas would be used by construction vehicles and equipment. The energy consumed during construction would be temporary and would not represent a significant or wasteful demand for available resources, particularly given the beneficial nature of the proposed improvements. The roundabout alternative requires more energy consumption during construction than the signalized intersection alternative, however the roundabout is anticipated to reduce queueing times resulting in a net reduction of energy usage. Operationally, energy resources would be used for standard road maintenance and additional street lighting for safety. Other proposed improvements would generally reduce demand on energy and fossil fuel vehicle travel. As such, there are no unusual project characteristics during construction or throughout operation that would result in inefficient, wasteful use, or unnecessary consumption of energy resources.

Therefore, potential impacts would be less than significant.

b): Implementation of the Complete Streets Plan would increase and improve options for alternative modes of transportation, encouraging vehicular trips to be replaced with less energy intensive, non-motorized trips. Improvements proposed by the Complete Streets Plan are consistent with other state and local plans such as the City of Arroyo Grande's General Plan and 2013 Climate Action Plan, the County Bikeways Plan, and the SLOCOG Regional Transportation Plan/ Sustainable Communities Strategy, which encourage the reduction of vehicle trips and energy used for transportation. Implementation of the Complete Streets Plan would result in a beneficial impact on transportation and energy and would not conflict with nor obstruct state or local plans for renewable energy or energy efficiency.

Therefore, no impacts would occur.

Mitigation Measures and Residual Impacts

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

VII. Geology and Soils

Environmental Setting

The proposed project is located within the Coast Ranges province, which is characterized by many elongate mountain ranges and valleys extending 600 miles along the coast of California from the Oregon border south to the Santa Ynez River in Santa Barbara County. The Arroyo Grande Valley (and the southern Cienega Valley portion) is located near the intersection of the California coastal ranges and the Los Angeles ranges. The project area through Context Zones 1, 2, and 3 is generally characterized by an urban landscape.

Arroyo Grande is located in a geologically complex and seismically active region. Seismic, or earthquake related, hazards have the potential to result in significant public safety risks and widespread property damage. Two of the direct effects of an earthquake include the rupture of the ground surface along the trend or location of a fault, and ground shaking that results from fault movement. Other geologic hazards that may occur in response to an earthquake include liquefaction, seismic settlement, and landslides.

The following soils are present within the project corridor: (MU) 170 – Marimel silty clay loam, drained; 176 – Mocho variant fine sandy loam; , 184 – Oceano sand, 0 to 9 percent slopes; 216 – Tierra sandy loam, 2 to 9 percent slopes (NRCS 2018). The US Department of Agriculture, Natural Resources Conservation Service's Web Soil Survey was used to estimate the erodibility of the project site. The erosion factor within the project area is low to moderate in the range for erodibility.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area, or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☒	☐
ii) Strong seismic ground shaking?				
iii) Seismic-related ground failure, including liquefaction?				
iv) Landslides?				

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable, as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste disposal systems, where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

Discussion

a) – d): The project is located in an area with multiple geological characteristics that could contribute to unstable earth/soil conditions, including compressible/collapsible soils, high groundwater elevation, moderate liquefaction potential, and moderately high potential for seismic activity, ground shaking, and seismic settlement. Development within these soil conditions creates the risk for structure instability, damage, failure, and/or collapse.

Development of the project would be required to meet or exceed the most current requirements of the American Association of State Highway and Transportation Officials (AASHTO), which have been developed to establish the minimum requirements necessary for design to safeguard the public health, safety, and general welfare through structural strength, stability, access, and other standards. Project design elements are based on the Complete Streets Resources and Complete Streets Elements Toolbox (Version 2.0), the 2012 AASHTO Guide for the Development of Bicycle Facilities, and the 2004 AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities.

Compliance with AASHTO and other applicable standards would typically indicate that risks to people and structures, including those related to unstable soil conditions, were properly safeguarded against. The project does not propose development of any habitable structures; therefore, no risk of injury or death as a result of damage or collapse of a habitable structure would occur. Improvements associated with the proposed project would occur within an existing footprint that has been previously disturbed and would not significantly alter the existing landscape, slopes, drainage, or other geologic conditions or characteristics. The proposed improvements are not in close proximity to sensitive areas that could be significantly adversely affected by soil erosion, sedimentation, or runoff. Improvements would primarily consist of roadway modifications to accommodate new bike lanes, roundabouts, and pedestrian crossings, and are not inherently structural. The proposed project would be in compliance with applicable

standards and modern engineering practices that would reduce potential impacts associated with unstable seismic and geologic characteristics.

Therefore, impacts would be less than significant.

e): The project does not propose installation of any septic disposal system. Additionally, the City's Municipal Code requires future developments within city limits to connect to sewer facilities that existing along the Halcyon Road corridor, therefore no septic systems will be installed for the foreseeable future.

Therefore, no impacts would occur.

f): The Halcyon Road corridor is largely comprised of engineered fill associated with the development of the existing roadway, utility infrastructure, and adjacent land development. No paleontological resources would occur within the previously disturbed road prism. Excavation and grading required for the majority of the project components would be surficial (limited to 1 foot or less in depth). Any disturbance at this depth would be within the disturbed road prism and would not have the potential to disturb sensitive geologic units.

Although the uppermost 2 to 3 feet within the road prism have largely been disturbed by excavation for previous development, it is possible that intact native soils within the Qos geologic unit remain capped at greater depths that could contain significant fossil resources. Where excavations for the project exceed 2 to 3 feet, there is increased potential to encounter buried paleontological resources.

Construction of the roundabout is the only project component expected to require more than surficial grading, although the precise depth of grading is not yet known. The roundabout is underlain by Qal and has very low potential to contain significant fossils.

Therefore, potential impacts would be less than significant.

Mitigation Measures and Residual Impacts

No significant impacts related to geology or soils were identified; therefore, no mitigation measures are required.

VIII. Greenhouse Gas Emissions

Environmental Setting

Greenhouse gases (GHG) are any gases that absorb infrared radiation in the atmosphere, and are different from the criteria pollutants discussed in Section III, Air Quality, above. The primary GHGs that are emitted into the atmosphere as a result of human activities are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and fluorinated gases. These are most commonly emitted through the burning of fossil fuels (oil, natural gas, and coal), agricultural practices, decay of organic waste in landfills, and a variety of other chemical reactions and industrial processes (e.g., the manufacturing of cement). Carbon dioxide is the most abundant GHG and is estimated to represent approximately 80-90% of the principal GHGs that are currently affecting the earth's climate. According to the ARB, transportation (vehicle exhaust) and electricity generation are the main sources of GHG in the state.

California has passed several pieces of legislation in the past few years aimed at dealing with GHG emissions and climate change. Executive Order S-3-05 set a goal to reduce California's GHG emissions to: (1) 2000 levels by 2010; (2) 1990 levels by 2020; and (3) 80% below 1990 levels by 2050. These goals were

reinforced in 2006 with the passage of Assembly Bill 32 (AB 32) which set forth the same emission reduction goals and further mandated that the CARB create a plan, including market mechanisms, and develop and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." Executive Order S-01-07 set forth California's low carbon fuel standard, which requires the carbon intensity of the state's transportation fuels to be reduced by 10% by 2020. In addition, Senate Bill 97 (SB 97) required amendments to the CEQA Guidelines to address GHG emissions; the amendments were put into effect on March 18, 2010.

The passage of AB32, the California Global Warming Solutions Act (2006), recognized the need to reduce GHG emissions and set the greenhouse gas emissions reduction goal for the State of California into law. The law required that by 2020, State emissions must be reduced to 1990 levels. This is to be accomplished by reducing greenhouse gas emissions from significant sources via regulation, market mechanisms, and other actions. Subsequent legislation (e.g., SB97-Greenhouse Gas Emissions bill) directed the ARB to develop statewide thresholds.

In March 2012, the APCD approved thresholds for GHG emission impacts, and these thresholds have been incorporated into the APCD's CEQA Air Quality Handbook. APCD determined that a tiered process for land use development projects was the most appropriate and effective approach for assessing the GHG emission impacts. In January 2021, SLO County APCD published Interim CEQA Greenhouse Gas Guidance for the SLO County APCD 2012 CEQA Air Quality Handbook to provide administrative clarification on the thresholds for significance for GHG emissions. This document identifies the previous bright-line threshold of 1,150 MT CO_2/yr. and efficiency threshold of 4.9 MT CO_2/yr. per service population as inappropriate for CEQA evaluations because they are based on AB 32 which had a horizon of 2020. For projects implemented beyond 2020, the APCD recommends using one of the following thresholds:

1. Consistency with a Qualified Climate Action Plan (CAP): CAPs conforming to CEQA Guidelines §15183 and 15183.5 would be qualified and eligible for project streamlining under CEQA.

2. No-net Increase: California's 2017 Climate Change Scoping Plan states that no-net increase in GHG emissions relative to baseline conditions is an appropriate overall objective for new development.

The City of Arroyo Grande adopted a Climate Action Plan (CAP) on November 26, 2013. The City's CAP is a long-range plan to reduce GHG emissions from City government operations and community activities within Arroyo Grande and prepare for the anticipated effects of climate change. To achieve the state recommended target of 15% below 2005 levels (71,739 metric tons of CO_2 equivalent [MT CO_2e]) by 2020 and prepare for the anticipated effects of climate change, the CAP identifies climate action measures. Collectively, the measures identified in the CAP have the potential to reduce GHG emissions within Arroyo Grande by 5,371 MT CO_2e (17% below the 2005 baseline) by 2020 and meet the reduction target.

It should be noted that projects that generate less than the above-mentioned thresholds will also participate in emission reductions because air emissions, including GHGs, are under the purview of the California Air Resources Board (or other regulatory agencies) and will be "regulated" by either CARB, the Federal Government, or other entities. For example, new vehicles will be subject to increased fuel economy standards and emission reductions, large and small appliances will be subject to more strict emissions standards, and energy delivered to consumers will increasingly come from renewable sources. Other programs that are intended to reduce the overall GHG emissions include Low Carbon Fuel Standards, Renewable Portfolio standards and the Clean Car standards. As a result, even the emissions that result from projects that produce fewer emissions than the threshold will be subject to emission reductions.

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

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant effect on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Discussion

a – b): Development of the Complete Streets Plan has been funded in part by the Caltrans' Sustainable Transportation Planning Grant Program, which provides funding for projects that include climate change adaptation plans for transportation facilities. One of the primary goals of the Plan is to recognize opportunities for GHG reduction through reduced motor vehicles and traffic congestion. California's 2017 Climate Change Scoping Plan identifies complete street design policies as a strategy to reduce VMT. Similarly, the City's CAP identifies transportation and land use measures that will result in a reduction of GHG emissions. Climate Action Measures TL-1 and TL-2 identify improvement and expansion of the City's bicycle and pedestrian networks and infrastructure as a strategy to reduce GHG emissions. The CAP estimates that together these two measures have the potential to reduce GHG by 259 MT CO_2e based on 2020 targets. The project proposes roadway infrastructure improvements that would encourage multimodal transportation and improve circulation by incorporating complete street design elements such as dedicated bike lanes throughout the corridor Traffic calming measures such as curb extensions, median islands, lead pedestrian intervals all contribute to an improved pedestrian circulation network in accordance with the CAP. Project-related traffic would be limited to construction activities and the project would require limited amounts of electricity for traffic and safety lighting, etc.

The project would not exceed adopted GHG thresholds applied by the APCD because the plan is consistent with implementation measures identified in the CAP as a strategy to reduce GHG emission, and therefore, is not anticipated to generate significant GHG emissions. Additionally, the project is expected to improve traffic operations and congestion and reduce queueing at intersections, which will also result in a long-term reduction in GHG emissions. The project would not conflict with the statewide regulations listed above.

Impacts would be less than significant.

Mitigation Measures and Residual Impacts

No significant impacts related to GHGs were identified; therefore, no mitigation measures are required.

IX. Hazards and Hazardous Materials

Environmental Setting

Based on a search of the California Department of Toxic Substance Control's EnviroStor database and the State Water Resources Control Board's Geotracker system, there are several environmental cleanup sites adjacent to the project corridor. All sites have been determined completed and closed, indicating that the site has been remediated to the satisfaction of regulatory agency staff.

The project corridor currently supports local vehicular use. It is highly likely that the surface soils along these roadways are affected by deposition of contaminants, including aerial lead, oils, fuels, and other lubricants.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	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?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials, substances, or waste into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☒	☐	☐
d) Be located on a site which is included on a list of hazardous materials sites, compiled pursuant to Government Code §65962.5, and, as a result, create a significant hazard to the public or environment?	☐	☐	☒	☐
e) Be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☒	☐	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death from wildland fires?	☐	☐	☒	☐

Discussion

a): The proposed project would not change existing land uses or cause a routine or permanent increase in the transport of hazardous substances within the project area. No change in the long-term transport or handling of hazardous materials within proximity to adjacent schools would occur except during limited short-term construction activities.

Therefore, impacts would be less than significant.

b)-c) As discussed previously, it is highly likely that the surface soils along these roadways are affected by deposition of contaminants, including aerial lead, oils, fuels, and other lubricants. Aerially deposited lead (ADL) is often found along unpaved areas adjacent to highways as a result of tailpipe emissions occurring during years that lead was used as an additive in gasoline. When present in high enough concentrations, it is possible for ADL to cause soils to be classified as a hazardous waste, which could become a health hazard for people exposed to the soil. The soil would be classified as hazardous waste if total lead concentrations exceed 1,000mg/kg or soluble lead concentrations exceed 5.0 mg/l. If ADL is present at high concentrations in the soil that would be exposed during construction of the proposed project, it could present a significant impact associated with hazardous materials. Built structures within the project area proposed for demolition or removal, including concrete, painted surfaces, treated wood poles, and the soils surrounding these structures could contain asbestos containing material, lead-based paint, petroleum hydrocarbons and other wood preservative chemicals which could be hazardous if disturbed. Therefore, mitigation measure HAZ/mm-2 will reduce the potential impacts associated with exposure to soil containing ADL or other hazardous substances during construction of the proposed project.

Oils, gasoline, lubricants, fuels, and other potentially hazardous substances would be used and stored on-site during construction activities. Should a spill or leak of these materials occur during construction activities, sensitive resources within the project vicinity could be adversely affected. The project corridor consists of urbanized areas within Context Zones 1, 2, and 3 and does not contain sensitive habitats or areas that could be substantially affected by a spill. Such activities would occur in close proximity to Harloe Elementary School, Arroyo Grande Community Hospital and other sensitive adjacent land uses. However, such use would be short-term and subject to standard requirements for the handling of hazardous materials. Therefore, mitigation measure HAZ/mm-1 ensures potential impacts associated with a spill of hazardous materials during construction would be reduced to less than significant.

A review of the U.S. Geological Survey map of the Arroyo Grande Northeast 7.5-Minute Quadrangle indicates the majority of the project area is underlain by Holocene to late-Pleistocene-aged alluvial deposits consisting of unconsolidated sand, silt, and clay, and old Pleistocene-eolian deposits. The project is not located within an area identified as having the potential to contain naturally occurring asbestos (NOA) based on the APCD's NOA map. Therefore, potential impacts associated with NOA are less than significant.

The project does not propose the use, storage or discharge of any hazardous substances during project operation and would not change the existing land use of the project site or substantially increase the potential use of hazardous materials in the project vicinity. Therefore, the project would not create a significant hazard to the public through foreseeable accident or upset.

Mitigation measures have been proposed to minimize the potential for exposure to unknown hazardous soil contaminants, and to minimize potential impacts associated with lead-based paint, aerially deposited lead, and other known hazards within the project area.

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

d): There are no active hazardous material sites within the project boundary. Within Context Zone 1, there is a leaking underground storage tank (LUST) cleanup site associated with the former Craig Texaco approximately 200 feet east of the Halcyon Road/El Camino Real intersection. The cleanup status is completed, and the case was closed as of June 2, 1988. In Context Zone 2, there is a LUST cleanup site associated with Former 76 Station at the southeast corner of the Grand Avenue/Halcyon Road intersection. The cleanup status is completed, and the case was closed as of September 2, 2008, (SWRCB 2016). Improvements would primarily occur within the right-of-way and would not occur near any of the underground storage tank sites.

Therefore, impacts would be less than significant.

e): The Oceano County Airport, a small regional airport, is located approximately 1.5 miles west of the project corridor. The project would not substantially change land uses from existing conditions, would not permanently place people or structures in the Airport Review Area, and people working in the project area would not be exposed to additional hazards or substantial noise as a result of the project. The proposed project would not result in increased hazards related to air traffic.

Therefore, impacts would be less than significant.

f): The project would improve existing transportation infrastructure to improve operation of the local roadway network in Arroyo Grande. However, construction-related congestion and loss of access could also affect emergency access to and from the Arroyo Grande Police Station and Arroyo Grande Hospital. Traffic and circulation plans will be prepared prior to the initiation of construction activities to reduce impacts related to emergency access. In accordance with mitigation measure HAZ/mm-5. The project would improve long-term access in the project vicinity and adequate alternative access exists for emergency purposes during construction activities. Therefore, the project would not substantially interfere with any emergency response or evacuation plans.

Therefore, impacts would be less than significant with mitigation.

g): The proposed project is located in an urban area and would not expose people or structures to a substantial risk of wildfires. Five Cities Fire Authority Station One, serving Arroyo Grande, is located approximately 1 mile from the project corridor and response times would be within acceptable levels.

Therefore, impacts would be less than significant.

Mitigation Measures and Residual Impact

To minimize the potential significant impacts related to hazards and hazardous materials, the following mitigation measures would be implemented.

> ***HAZ/mm-1*** *Prior to construction, the City shall prepare a Hazardous Material Spill Prevention, Control and Countermeasure Plan to minimize the potential for, and effects of, spills of hazardous or toxic substances during construction of the project. The plan shall be submitted for review and approval by the City Public Works Director, and shall include, at minimum, the following:*
>
> *a. A description of storage procedures and construction site maintenance and upkeep practices;*

b. Identification of a person or persons responsible for monitoring implementation of the plan and spill response;

c. Identification of Best Management Practices (BMPs) to be implemented to ensure minimal impacts to the environment occur, including but not limited to the use of containment devices for hazardous materials, training of construction staff regarding safety practices to reduce the chance for spills or accidents, and use of non-toxic substances where feasible;

d. A description of proper procedures for containing, diverting, isolating, and cleaning up spills, hazardous substances and/or soils, in a manner that minimizes impacts on surface and groundwater quality and sensitive land uses and resources;

e. A description of the actions required if a spill occurs, including which authorities to contact and proper clean-up procedures; and

f. A requirement that all construction personnel participate in an awareness training program conducted by qualified personnel approved by the City Public Works Director. The training must include a description of the Hazardous Materials Spill Prevention, Control and Countermeasure Plan, the plan's requirements for spill prevention, information regarding the importance of preventing spills, the appropriate measures to take should a spill occur, and identification of the location of all clean-up materials and equipment.

HAZ/mm-2 *A Soil Management Plan and Health and Safety Plan shall be developed for the project and subject to approval by the City to ensure contaminated soils excavated during project construction are handled, stockpiled, and disposed of in accordance with federal, state, and local regulations. Soils excavated during the project shall be tested for lead concentrations and the Soil Management Plan shall establish a Reuse Screening Level for the excavated soils; excavated soils with contaminant concentrations below the Reuse Screening Levels may be reused during construction on the right-of-way, while soils with contaminant concentrations exceeding the Reuse Screening Levels shall be managed as hazardous waste and disposed of at a facility that accepts soil with the detected concentrations of contaminants. Special handling, treatment, or disposal of aerially deposited lead in soils during construction activities within that portion of the project within Caltrans right of way shall be consistent with the California Department of Toxic Substances Control and Caltrans Soil Management Agreement for Aerially Deposited Lead-Contaminated soils (effective July 1, 2016).*

HAZ/mm-3 *Prior to initiation of construction, a Lead Compliance Plan shall be prepared by the contractor to prevent or minimize worker exposure to lead from handling material containing aerially deposited lead (California Code of Regulations, Title 8, Section 1532.1). This plan shall also be required for work performed on painted structures. The contractor shall prepare a written, project-specific Excavation and Transportation Plan establishing procedures the contractor shall use for excavating, stockpiling, transporting, and placing (or disposing) of material containing aerially deposited lead. The plan must conform to Department of Toxic Substance Control and California Occupational Safety and Health Administration regulations. For samples where lead levels exceed hazardous waste criteria, the excavated soil shall be either managed or disposed of*

as a California hazardous waste or stockpiled and resampled to confirm waste classification and potential utilization of Caltrans' hazardous waste agreement to recycle soil on site.

HAZ/mm-4 *Built structures within the project area proposed for demolition or removal, including all concrete, painted surfaces, and treated wood poles and soils at the base of poles, shall be tested for asbestos containing material, lead-based paint, and petroleum hydrocarbons and other wood preservative chemicals. Testing shall be conducted prior to initiation of construction and estimates during the Plans, Specifications, and Estimates phase of the project shall include provisions for proper removal and disposal by a licensed contractor. Any identified contaminants and toxic materials shall be handled, treated, and disposed of in accordance with applicable rules and regulations.*

HAZ/mm-5 *Prior to the initiation of construction activities, the City shall prepare a Construction Timing, Access, and Circulation Plan, which shall include the following measures. This plan shall be approved by the City Public Works Director prior to the start of construction and made available to emergency responders to review and comment on prior to the onset of construction activities.*

a. *Methods for ensuring permanent access to the commercial/retail centers throughout the project corridor is preserved and/or improved to the maximum extent feasible through implementation of the proposed project.*

b. *A signage plan and other methods, if feasible, for increasing the visibility of business blocked by construction activities and educating travelers that businesses adjacent to the project corridor are to remain open during construction;*

c. *Clearly marked detour routes for alternate access to any businesses that are made inaccessible or difficult to access due to construction activities;*

d. *Hours of haulage (8:00 a.m. to 5:00 p.m.);*

e. *Designation of truck routes that avoid sensitive land uses (Harloe Elementary School, Arroyo Grande Community Hospital) and residential areas to the extent possible;*

f. *Methods of traffic control on adjacent streets within the project area;*

g. *Adequate safety signage regarding traffic control;*

h. *Designated construction staging areas for construction personnel vehicles, supplies, and equipment;*

i. *A telephone number for local residents to call if there are issues or complaints; and*

j. *Measures to resolve potential conflicts between construction activities and adjacent businesses.*

Emergency providers directly adjacent to a construction area, including the Arroyo Grande Police Department and Arroyo Grande Community Hospital, shall be directly notified of the availability of and allowed to comment on the plan.

With the incorporation of these measures, residual impacts related to hazards and hazardous materials would be less than significant.

X Hydrology and Water Quality

Environmental Setting

The project area is located in the Estero Bay Hydrologic Unit, in the Arroyo Grande Hydrologic Area, and in the Oceano Hydrologic Sub-Area – Hydrologic Unit Number 310.31. The proposed project is located primarily within the Arroyo Grande Creek watershed, approximately 7.5 miles below the Lopez Lake Dam. US Geological Service quadrangle maps for Oceano, California show Arroyo Grande Creek a blue-line stream to the east and southeast of the project area.

The Federal Emergency Management Agency Flood Insurance Rate Map indicates the project area is within Zone X, an area of minimal hazard. Zone X floodplains generally have a 0.2% to 1% chance of annual flooding.

The project area is underlain by the Santa Maria Groundwater Basin, which underlies more than 280 square miles in the southwestern corner of San Luis Obispo County and the northwestern corner of Santa Barbara County. In San Luis Obispo County, the Santa Maria Basin consists of the main basin (Santa Maria) and three subbasins: Arroyo Grande Valley, Pismo Creek Valley, and Nipomo Valley. The project area is within the Arroyo Grande Valley subbasin, which underlies approximately 3,860 acres. The subbasin is drained by Arroyo Grande Creek and its tributaries from below Lopez Lake Dam to the basin's southern boundary at the Wilmar Avenue fault, which separates it from the main Santa Maria Basin.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	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?	☐	☒	☐	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through alteration of the course of a stream or river, in a manner which would:				
(i) result in substantial on- or off-site erosion or siltation;				
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources polluted runoff; or				
(iv) impede or redirect flood flows?				
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☒	☐	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☒	☐	☐

Discussion

a), d)-e): The project would incorporate proposed design pollution prevention BMPs and temporary construction site BMPs. The project design allows for the ease of maintaining all BMPs throughout the period of construction. Construction activities can be phased to minimize soil-disturbing activities during the rainy season and all disturbed soil areas would be paved or stabilized by the end of construction.

The exhaust from construction equipment contains hydrocarbons, oxides of nitrogen, carbon monoxide, suspended particulate matter, and odors, which could have an effect on adjacent waterways. Leaky construction equipment has the potential to drip or spill fuels, petroleum products, and hydraulic fluids among other hazardous substances. The use of asphalt, concrete, and other harmful chemicals during construction activities could increase the potential for these substances to be transported off-site via stormwater and possibly drain to other waterbodies.

It is estimated that the largest percentage of construction pollutants would be dust generated during excavation, grading, hauling, and various other activities. The impacts of these activities would vary each day as construction progresses and onsite conditions change. No disturbance would occur within 700 feet of Arroyo Grande Creek and the project corridor does not contain any other natural drainages. Temporary construction site stormwater BMPs would be implemented to minimize or eliminate chemical releases to developed stormwater infrastructure that could drain to ground and surface waters.

Standard temporary construction site and permanent design pollution prevention would be utilized during and after construction of the project to control potential discharges of pollutants. BMPs shall be designed with the goal of controlling general gross pollutants and/or sedimentation/siltation, depending on location. Based on the area of disturbance, a SWPPP could be required, which would include all the BMPs necessary to prevent water quality impacts during construction of the project. Mitigation measures HYD/mm-1 and HYD/mm-2, which require the preparation of a SWPPP and temporary construction BMPs, will be implemented to prevent degradation to water quality.

Therefore, impacts would be less than significant with mitigation.

b): The project would not create long-term water demand and would not deplete groundwater supplies. Short-term construction related water demands would be served by the City's non-potable municipal water supply.

Impacts would be less than significant.

c): Construction of the proposed project would include improving infrastructure and upgrading facilities along the project corridor and would not result in a substantial increase in impervious surfaces and is not expected to create or contribute to a substantial increase in runoff.

The project does not propose significant alterations to existing drainage patterns. Stormwater will divert to existing infrastructure and rates would not be significantly different than baseline conditions.

Impacts would be less than significant.

Mitigation Measures and Residual Impact

To minimize the potential significant impacts related to hydrology and water quality, the following mitigation measures would be implemented.

> ***HYD/mm-1*** *Prior to commencement of construction activities that would result in disturbance of 1 acre or greater, the City shall prepare a Storm Water Pollution Prevention Plan (SWPPP), which shall include Best Management Practices (BMPs) to be implemented and monitored prior to and during construction. The SWPPP would include a Construction Site Monitoring Program that presents procedures and methods related to the visual monitoring and sampling and analysis plans for non-visible pollutants, sediment and turbidity, and pH.*
>
> ***HYD/mm-2*** *The City shall implement, at minimum, the following BMPs.*
>
> *Temporary Construction Measures*
>
> a. *All substantial ground disturbance shall be limited to the dry season or periods when rainfall is not predicted to the extent feasible, to minimize erosion and sediment transport to surface waters;*
>
> b. *Disturbed areas shall be stabilized or re-vegetated prior to the start of the rainy season;*
>
> c. *Impacts to vegetation shall be minimized. The work area shall be flagged to identify its limits. Vegetation shall not be removed or intentionally damaged beyond these limits.*

d. Construction materials and soil piles shall be placed in designated areas where they could not enter storm drains due to spillage or erosion.

e. Waste and debris generated during construction shall be stored in designated waste collection areas and containers away from watercourses, and shall be disposed of regularly.

f. During construction, washing of concrete trucks, paint, equipment, or similar activities shall occur only in areas where polluted water and materials can be contained for subsequent removal from the site. Wash water shall not be discharged to the storm drains, street, drainage ditches, creeks, or wetlands. Concrete washout area shall be isolated from storm drains, and wash water and waste shall be removed from the project site. The location of the washout area shall be clearly noted at the construction site with signs.

g. All fueling of heavy equipment shall occur in a designated area removed from on-site drainages, such that any spillage would not enter surface waters. The designated refueling area shall include a drain pan or drop cloth and absorbent materials to clean up spills. The location of the fueling area shall be clearly noted at the construction site with signs.

h. Vehicles and equipment shall be maintained properly to prevent leakage of hydrocarbons and coolant and shall be examined for leaks on a daily basis. All maintenance shall occur in a designated offsite area. The designated area shall include a drain pan or drop cloth and absorbent materials to clean up spills.

i. Any accidental spill of hydrocarbons or coolant that may occur on the construction site shall be cleaned immediately. Absorbent materials shall be maintained on the construction site for this purpose.

j. Temporary placement of fill shall be located outside of any drainage ways.

k. Adequate measures shall be applied to all disturbed portions of the project site to control dust, such as daily watering or hydro-mulching until vegetation cover is well established.

l. Any fill or stockpiling that is to be left more than 30 days shall be hydro-seeded or covered immediately upon completion of the fill or stockpiling work.

m. All fill material shall be "clean" and free of any potentially hazardous materials or hazardous waste.

n. Rain Event Action Plan (REAP). Risk Level 2 projects are required to prepare a REAP, which will describe projected storm information and list specific actions required to be taken before predicted rain events.

o. Soil Stabilization Measures. Minimum soil stabilization measures for the project shall include move-in/move-out erosion control, use of temporary hydraulic mulch on any exposed disturbed soils, temporary covers to protect disturbed soil areas, and temporary fencing to designate environmentally sensitive areas as outside of the work area limits. Analysis of additional soil stabilization measures will continue during the design phase.

p. Sediment Control Measures. Minimum sediment control measures for the project shall include temporary fiber rolls to minimize sediment-laden sheet flows and concentrated flows from discharging offsite, and temporary drainage inlet protection to prevent sediment from entering current or proposed storm drains. Investigation into additional sediment control measures, including the use of sediment traps, will continue during the design phase.

q. Tracking Controls. To prevent the tracking of mud and dirt off-site, stabilized construction entrances and exits shall be placed at multiple points throughout the project site. Street sweeping shall be implemented to remove any tracked sediment.

r. Waste Management and Materials Pollution Control. Concrete washout bins shall be considered for all concrete-related work activities.

s. Job Site Management. The project's proposed Construction Site Management includes controlling potential sources of water pollution before they enter any stormwater systems or watercourses and employee and subcontractor training, including the proper selection, deployment, and repair of construction site BMPs used within the project site.

t. Stormwater Sampling and Analysis. Risk Level 2 projects are required to perform stormwater sampling at all discharge locations during qualifying rain events. The samples shall be analyzed for pH and turbidity, and subject to numeric action levels.

Permanent Design Measures

u. Existing vegetation shall be preserved to the maximum extent possible. The proposed improvements would result in minimal clearing or grubbing because the majority of the study area is currently paved.

With the incorporation of these measures, residual impacts related to hydrology and water quality would be less than significant.

XI. Land Use and Planning

Environmental Setting

The Plan's project area consists of a 1.2-mile stretch between US 101 and The Pike along Halcyon Road within City of Arroyo Grande. Halcyon Road is a 2- to 4-lane paved roadway that serves as an important regional route between Arroyo Grande and the communities of Grover Beach, Oceano and Nipomo. As previously discussed, the project area is broken into three (3) distinct Context Zones, starting with the most developed in Context Zone 1 at the northern end of the project site and transitioning to a residential neighborhood setting in Context Zone 3. Land uses within the project area predominantly consist of commercial, retail, public facilities, residential, and agricultural, including churches, schools, the Arroyo Grande Cemetery, the Arroyo Grande Community Hospital, and the Arroyo Grande Police Department.

The project crosses multiple zoning and land use designations such as Community Facilities, Mixed Use, Single Family Residential – Medium Density, Office Professional, Multi-Family Residential – Medium Density, and Multi-Family Residential – Very High Density within the City of Arroyo Grande. The parcels surrounding the project area are zoned Public Facility, Highway Mixed Use, Fair Oaks Mixed Use, Single-Family, Multiple Family, and Office Mixed Use within the City of Arroyo Grande.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☒	☐
b) Conflict with the applicable land use plan, policy, or regulation of any agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

Discussion

a): The project would improve existing infrastructure and circulation within the city by encouraging multimodal transportation and by creating a new vibrant civic space that would increase social interactions and public health. The project would improve connectivity throughout the corridor and would not divide any portion of the city.

Therefore, impacts would be less than significant.

b): To the extent feasible, the following policy and planning documents were reviewed for consistency and referenced in the Complete Streets Plan: South Halcyon Corridor Study, City of Arroyo Grande General Plan Circulation Element, County of San Luis Obispo General Plan, 2015/16 County Bikeways Plan, SLOCOG Regional Transportation Plan/ Sustainable Communities Strategy: Connecting Communities, City Climate Action Plan, California AB 1358 – Complete Streets Act, City of Arroyo Grande Bicycle and Trails Master Plan, Urban Bikeways Design Guide 2nd Edition NACTO, Urban Streets Design Guide NACTO, California AB 32, Main Street, California: A Guide for Improving Community and Transportation Vitality 2003, Complete Streets Implementation Action Plan 2.0 (CSIAP 2.0) June 2014 - June 2017, and Safe Routes to School.

The proposed project would enhance safety for all modes of travel while improving circulation and connectivity within the city. The project would also promote economic vitality while improving the overall visual character of the area. The project would not conflict with any of the policy or planning documents referenced above and would further the State Transportation Planning Goals and the Federal Transportation Planning Goals as required by the Caltrans Sustainable Transportation Planning Grant Program, a major funding source for the project.

Therefore, no impacts would occur.

Mitigation Measures and Residual Impacts

No significant impacts related to land use and planning were identified; therefore, no mitigation measures are required.

XII. Mineral Resources

Environmental Setting

The project site does not contain any known mineral resources.

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

Discussion

a – b): There are no known mineral resources in the project area, and future extraction of mineral resources is very unlikely due to the urbanized nature of the area.

Therefore, no impacts to mineral resources would occur.

Mitigation Measures and Residual Impact

No impacts to mineral resources were identified; therefore, no mitigation measures are necessary.

XIII. Noise

Environmental Setting

The Noise Element of the City of Arroyo Grande General Plan provides policy framework for addressing potential noise impacts. The Noise Element establishes maximum allowable noise exposure levels for transportation and non-transportation noise sources. The standards applied to transportation noise sources are based on average-daily noise exposure levels (in A-weighted decibels [dBA] Community Noise Equivalent Level/day-night equivalent level [CNEL/Ldn]). For noise-sensitive land uses exposed to non-transportation noise, the maximum allowable noise exposure standards vary depending on the duration of exposure and time of day. The Noise Element's maximum allowable noise exposure from transportation noise sources is generally 60 dB for exterior areas (70 dB for playgrounds) and 45 dB for interior spaces (35 dB for theaters, auditoriums, and music halls).

Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation	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?	☐	☐	☒	☐
b) Generation of excessive ground borne vibration or ground borne noise levels?	☐	☐	☒	☐

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

Discussion

a) – b): Construction Impacts. During construction of the project, noise from construction activities may intermittently increase ambient noise levels in the immediate area of construction. The City's Municipal Code creates an exception to noise standards for construction activities occurring between 7:00 a.m. and 10 p.m. on Mondays through Fridays and 8:00 a.m. to 5:00 p.m. on Saturdays and Sundays. Therefore, the project would be required to stay within the City's allowable maximum noise levels or be limited to the hours identified as acceptable in the City's municipal code for construction noise in excess of those noise standards.

Table 4 summarizes noise levels produced by construction equipment that is commonly used on roadway construction projects. Construction equipment is expected to generate noise levels ranging from 80 to 89 dB at a distance of 50 feet, and noise produced by construction equipment would be reduced over distance at a rate of about 6 dB per doubling of distance.

Table 4. Construction Equipment Noise Levels

Equipment	Maximum Noise Level (dBA at 50 feet)
Scrapers	89
Bulldozers	85
Heavy Trucks	88
Backhoe	80
Pneumatic Tools	85
Concrete Pump	82

Sensitive receptors (residences, schools, and the Arroyo Grande Hospital) are located immediately adjacent to the project corridor and areas of proposed disturbance. However, construction activities would generally be limited in nature (minor roadway improvements) and temporary. Construction activities for the roundabout alternative will be lengthier than those for the signalized intersection alternative, however the construction noise will comply with the City's noise ordinance.

Construction of the proposed project will generate temporary ground borne vibrations and increase ambient noise levels due to the use of equipment identified in Table 3. However, construction-related activities occurring between 7:00 a.m. and 10 p.m. on Mondays through Fridays and 8:00 a.m. to 5:00

p.m. on Saturdays and Sundays are exempt from the City's noise standards. Construction noise would be short-term, intermittent, and partially overshadowed by local traffic noise. Therefore, this temporary increase would not exceed the City's thresholds for noise.

Therefore, construction related noise impacts would be less than significant.

Operational Impacts. The project does not include any long-term stationary noise sources. The project will improve circulation for both vehicles and alternative modes of transportation. Alternative modes of transportation, such as bicycling and walking would be encouraged and increased, and because both do not produce noise levels comparable to vehicles long-term ambient noise levels will be reduced.

Therefore, operational related noise impacts would be less than significant.

c): The Oceano County Airport is located approximately 1.5 miles west of the project corridor. The San Luis Obispo County's Noise Element shows the project area to be unaffected by noise contours generated from the airport; ambient noise in the project vicinity is dominated by traffic along Halcyon Road. The project would not permanently place people or structures in the project area and people working in the project area would not be exposed to excessive noise levels above what currently exists from nearby traffic.

Therefore, impacts would be less than significant.

Mitigation Measures and Residual Impact

No significant noise impacts were identified; therefore, no mitigation measures are necessary.

XIV. Population and Housing

Environmental Setting

The City of Arroyo Grande's population has grown from 3,291 in 1960 to 18,441, based on the 2020 Census.

At the time of the 2020 Census, there were 8,035 housing units in the City of Arroyo Grande, a 407-unit increase from 2010. The vast majority, 77%, are single-family units. The overall average household size in Arroyo Grande is 2.47, with owner-occupied units averaging 2.45 persons per household and renter-occupied units averaging 2.51 persons per household. This rate is relatively consistent with the 2010 city average of 2.41, and slightly less than California's average rate of 2.87 persons per household.

There are no residences or residential uses within the project corridor; however, there are numerous residences adjacent to the project corridor both east and west of Halcyon Road.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	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)?	☐	☐	☒	☐

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion

a): Residential areas within Arroyo Grande are largely built-out and less than 3% of residentially zoned parcels in the city remain vacant and suitable for development (City of Arroyo Grande 2001; City of Arroyo Grande 2011). There is currently some demand for additional residential development in the city, evidenced by requests for conversion of non-residential classifications to residential designations and increases in allowable densities. However, recent population growth has been limited.

The goal of the project is to relieve congestion and alleviate safety concerns associated with current conditions, and to improve existing traffic conditions within the local road network and along Halcyon Road. The project would not add capacity to existing roadways or provide access to previously inaccessible areas or remove other constraints to growth, and is, therefore, not expected to result in any significant direct, indirect or cumulative growth- related impacts in the project area.

Potential impacts would be less than significant.

b): The proposed project would not displace any residences or people and would not require the construction of replacement housing elsewhere.

Therefore, no impacts would occur.

Mitigation Measures and Residual Impacts

No significant impacts to population or housing resources were identified; therefore, no mitigation measures are necessary.

XV. Public Services

Environmental Setting

Fire Protection Services. The Five Cities Fire Authority was established on July 9, 2010, by a Joint Powers Agreement (JPA) between the cities of Arroyo Grande, Grover Beach, and the Oceano Community Services District to provide fire protection services of these communities. Oceano Community Services District will withdraw from the JPA on June 30, 2023. Five Cities Fire Authority also provides services to the Town of Halcyon and the Oceano Dunes State Vehicle Recreation Area. The Authority currently has three stations: one in Arroyo Grande, one in Grover Beach, and one in Oceano. The Arroyo Grande station (Station 1) is located at 140 Traffic Way and serves as the headquarters for the Authority and serves the City of Arroyo Grande and the greater Arroyo Grande area. The California Division of Forestry (CAL FIRE) provides fire protection to surrounding communities and areas, including the County of San Luis Obispo, as well as back up support in Arroyo Grande. CAL FIRE has four substations in the area, at the following locations: 2391 Willow Road, Arroyo Grande; 450 Pioneer Road, Nipomo; 990 Bello Street, Pismo Beach; and, 2555 Shell Beach Road, Pismo Beach.

Police Protection Services. The City of Arroyo Grande's police station is adjacent to the project at 200 North Halcyon Road. In addition to the City police station, the San Luis Obispo County Sheriff substation is located at 1681 Front Street in Oceano and provides backup support within the City of Arroyo Grande. The California Highway Patrol (CHP) office located in San Luis Obispo serves the south county including the City of Arroyo Grande. The response times of both the Sheriff Department and CHP can be delayed due to the large coverage area.

Emergency Medical Services. The San Luis Ambulance South County sub-station, located at 201 Brisco Road in Arroyo Grande, provides southern San Luis Obispo County residents paramedic services. There are currently two units stationed at the South County substation, which provide South County residents with emergency transportation to and from the Arroyo Grande Community Hospital located directly adjacent to the proposed project at 342 South Halcyon Road.

Schools. The project area is within the Lucia Mar Unified School District (LMUSD). LMUSD covers 550 square miles and serves the adjoining communities of Arroyo Grande, Grover Beach, Nipomo, Oceano, Pismo Beach, and Shell Beach. The district serves the City of Arroyo Grande with seven public schools, including three elementary schools, two middle schools, one high school, and one adult school. The San Luis Obispo County Office of Education (SLOCOE) oversees the Arroyo Grande Community School, a public alternative school, within the city limits. In addition to these public schools, there are seven private schools in the City of Arroyo Grande. One of them, Harloe Elementary School, is adjacent to the project area.

Parks. Ten City parks, a 26-acre sports complex, and a community garden are located within the City of Arroyo Grande. There are no public parks within the project corridor. Park facilities are further discussed in Section XV, Recreation, below.

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

Discussion

a): The proposed project is consistent with the City and the County's General Plan and the zoning code. The proposed project would be required to comply with the relevant provisions of the California Building Code and Fire Code for project access for fire suppression. The project corridor proposed for the construction of street and facility upgrades serves as a primary route for emergency service calls. Both alternatives proposed for the intersection of Halcyon Road and Fair Oaks Avenue are designed to accommodate emergency vehicles. Regardless of the alternative chosen at that intersection, the project would result in improved circulation at the subject intersections and along Halcyon Road; therefore, no permanent adverse impacts to emergency facilities and services would occur as a result of the proposed project. Short-term construction related delays and impacts on emergency services is addressed in Section VIII. Hazards and Hazardous Materials, above. Mitigation has been identified to ensure short-term construction-related effects do not adversely affect emergency services within or near the project corridor (refer to HAZ/mm-5).

The proposed project would not induce population growth in the area and would not include a use that would significantly increase the demand for public services, which, in turn, would necessitate the construction of new facilities that would adversely affect the environment.

Therefore, impacts would be less than significant.

XVI. Recreation

Environmental Setting

The City of Arroyo Grande supports various community and neighborhood parks, as well as multiple designated bikeways and recreational paths. Recreational uses include a 26-acre sports complex that offers lighted tennis courts, little league and softball fields, and soccer and football fields; ten city parks that offer a variety of active and passive uses, including picnics, barbeques, playgrounds, and entertainment areas; an off-leash dog park; and a community garden. There are also hiking and walking trails along Arroyo Grande Creek and within the James Way Oak Habitat and Wildlife Preserve.

Halcyon Road is primarily utilized by vehicular traffic and there are no designated bike lanes in Context Zones 1, 2, and 3. There are no public parks or other recreational facilities in the immediate vicinity of the proposed project.

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

Discussion

a – b): The City of Arroyo Grande Bicycle and Trails Master Plan provides guidance and a vision to encourage bicycle and off-street pedestrian transportation within the city. The Complete Streets Plan builds on the Master Plan's vision of a bicycle friendly community by developing Class II bicycle facilities along Halcyon Road, as proposed under the Master Plan. Implementation of the proposed project would further encourage safe, multimodal transportation and improve the recreational experience along the corridor. Both alternatives proposed at the Halcyon Road and Fair Oaks Avenue intersection include accommodation for bicyclists. The signalized intersection alternative proposes Class II Bike Lanes at each leg of the intersection, while the roundabout alternative would require motorists to yield to bicyclists.

Improvements would occur primarily within the existing City right-of-way, adjacent to existing transportation facilities and urbanized areas and would not substantially affect recreational resources.

The proposed project would not create a new use that would generate population growth or increase demand for existing recreational facilities. Therefore, no deterioration of existing facilities would occur as a result of the proposed project. The proposed project would not include recreational facilities or require the expansion of existing recreational facilities.

Therefore, potential impacts would be less than significant.

Mitigation Measures and Residual Impacts

No significant impacts to recreational resources were identified; therefore, no mitigation measures are required.

XVII. Transportation/Traffic

Environmental Setting

Regional access in the project vicinity is provided by US 101, a major freeway of statewide importance that traverses north-south through the Central Coast. US 101 serves as the main travel route that connects San Luis Obispo County with San Francisco to the north and Los Angeles to the south. Halcyon Road is a two- to four-lane roadway that links US 101 and SR 1 and serves a variety of travelers including those making local, regional, and interregional trips. It also provides a connection from US 101 to Oceano, the Nipomo Mesa, the community of Halcyon and the Arroyo Grande Hospital.

Consistent with the City, County, and Caltrans policies, roadway Level of Service (LOS) C is generally considered the threshold for acceptable operations at intersections and roadway segments along Halcyon Road. Where deficiencies in LOS exist, the City requires that they be mitigated to a LOS D at a minimum. An *Existing Conditions Analysis Memorandum* (GHD 2020) was prepared to evaluate traffic volumes, existing capacity and deficiencies, LOS, and collision history within the project corridor. Currently, all intersections within the corridor currently operate at acceptable LOS (either B or C Existing bicycle conditions for roadway segments were also analyzed using a standardized Bicycle Level of Traffic Stress (LTS) Analysis and determined that the existing conditions of Halcyon Road did not provide adequate comfort for bicyclists.

While LOS has conventionally been the most commonly used metric for measuring transportation performance, recent revisions to the CEQA Guidelines has identified Vehicle Miles Traveled (VMT) as the most appropriate metric to evaluate a project's transportation impacts. The change from LOS to VMT was mandated by Senate Bill 743 in 2013, and since July 1, 2020, lead agencies are required to update their

transportation impact analysis from LOS to VMT. VMT is calculated by multiplying the number of vehicle trips that a proposed development will generate by the estimated number of miles driven per trip. Projects that are expected to induce significant increases in VMT will be responsible for mitigating their impacts through measures such as car-sharing services, unbundled parking, improved transit, and enhanced pedestrian and bicycle infrastructure. An update to the City's General Plan Circulation Element in 2021 included the establishment of policies and thresholds for evaluating VMT. The City's Policy's, consistent with OPR's Technical Advisory on Evaluating Transportation Impacts in CEQA, establishes a goal to reduce VMT 15% below baseline for residential and office projects, and have no net increase in total regional VMT for retail, industrial, and other projects. The City's baseline VMT and significance thresholds are as follows:

- Baseline Residential VMT per capita: 20.2
    - 15% reduction in baseline VMT per capita: 17.2
- Baseline Office VMT per employee: 14.0
    - 15% reduction in Office VMT per employee: 11.9
- Retail, Industrial, & Other: No Net increase in total regional VMT
- Mixed-Use: Evaluate components independently considering internal capture and compare to the corresponding threshold. Alternatively, analyze only the project's dominant use.
- • Redevelopment: If a project leads to a net overall increase in VMT, then the thresholds above apply.
- A general plan, area plan, or community plan may have a significant impact on transportation if proposed new residential, office, or retail land uses would in aggregate exceed the respective thresholds recommended above.

Public transportation in Arroyo Grande is provided by San Luis Obispo Regional Transit Authority (SLORTA). While SLORTA South County Transit provides regional service throughout the South County, there are no direct services along the Halcyon Road corridor. The Halcyon Park and Ride Lot is located on the north side of El Camino Real just east of Halcyon Road, providing 85 parking spaces and eight bike lockers. There are approximately 161 existing on-street parking spaces along Halcyon Road through the project corridor, with the majority (approximately 62) in Context Zone 1.

Would the project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation**	**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?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☒	☐	☐

Discussion

a) - b): Existing vehicular traffic conditions operate at acceptable service levels along most of the Halcyon Road corridor; however, pedestrian and bicycle conditions are inadequate at several locations and lack connectivity between residential, retail, recreational, and employment areas. In the year 2035, which is predicted to be the year the city reaches build out under the General Plan, projected Average Daily Trip (ADT) volumes on Halcyon Road are estimated at 17,300 vehicles per day. The Existing Conditions Background Report for the Circulation Element established screening criteria for transportation projects such as the Halcyon Complete Streets Plan. The report concludes that transportation projects such as, road diets, roundabouts, roadway rehabilitation and maintenance, safety improvements that do not substantially increase auto capacity, installation or reconfiguration of lanes not for through traffic, timing of traffic signals, removal of on-street parking, addition or enhancement of pedestrian, bicycle and transit facilities and services are expected to reduce or have no impact on VMT.

Short-term construction activities would likely cause increased congestion in the vicinity of construction activities. However, these impacts would be short-term and minimized to the extent feasible through adherence to City measures contained in the General Plan. Implementation of the Complete Streets Plan would likely reduce VMT throughout the Halcyon Road corridor by encouraging alternative forms of transportation over the use of passenger vehicles through the creation of Class II bike lanes, and bike boxes to increase the comfort levels for bicyclists. Infill of gaps in sidewalk, additions of high visibility markings and the installation of rapid flashing beacons at pedestrian crossings will make the corridor more accessible and attractive for pedestrians.

Consistent with VMT reduction strategies, the proposed project would provide long-term improvements to circulation and connectivity, bicycle and pedestrian facilities, and multimodal transportation. Therefore, the project would result in a beneficial impact on transportation, and no long-term adverse effects to Traffic and Transportation would occur.

Impacts would be <u>less than significant</u>.

c): The project area is in an urbanized area that includes residential, commercial, and public facilities, all of which are compatible with the Plan. Halcyon Road is a relatively straight street devoid of sharp curves. The roundabout alternative would require new turning movements through the intersection, but the roundabout would meet all applicable design standards for passenger and commercial vehicles.

Therefore, <u>no impact</u> would occur.

d): Construction of the proposed project would require temporary street closures along Halcyon Road; however, detours would be provided and access to adjacent land uses would be maintained

throughout construction activities. Temporary lane closures on Halcyon Road and cross streets, and associated detours could result in temporary delays in emergency response to the area by the Arroyo Grande Police Department, Arroyo Grande Community Hospital, San Luis Ambulance, and other adjacent businesses and uses; however, emergency access would be maintained at all adjacent properties and long-term congestion relief would improve emergency access throughout the City for police, fire, and emergency protection services. Mitigation has been identified to ensure short-term construction-related effects do not adversely affect emergency services within or near the project corridor (refer to HAZ/mm-5).

Over the long-term, the project would improve the local transportation system within the Halcyon Road corridor, which would likely improve emergency response times once the project is complete, due to reduced congestion and more efficient traffic flow along Halcyon Road. Implementation of mitigation measures would minimize short-term construction delays in emergency response and following construction, the design of the complete streets improvements would accommodate the access requirements of emergency vehicles. Both alternatives for the Halcyon Road and Fair Oaks Avenue intersection can accommodate all anticipated users of the Halcyon corridor.

Potential impacts would be less than significant with mitigation.

Mitigation Measures and Residual Impacts

To minimize potentially significant impacts to traffic and transportation facilities, the following measure would be implemented:

Implement HAZ/mm-5

With the incorporation of this measure, residual impacts associated with traffic and transportation would be less than significant.

XVIII. Tribal Cultural Resources

Environmental Setting

As discussed in Section V. Cultural Resources, the city is located within lands traditionally occupied by the Chumash. Sensitive archaeological resources are known to occur in the vicinity of the project area.

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☒	☐	☐
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

Discussion

a-i), a-ii) Given the abundance of prehistoric archaeological resources known to be located in the vicinity of the project area, the project area is considered sensitive for the presence of buried (i.e., obscured) resources. The City has sent notices to affiliated tribal representatives providing an opportunity for consultation regarding tribal cultural resources consistent with Assembly Bill (AB) 52. The City received two responses from interested tribes. Discussions between staff and the tribal representatives determined that mitigation measures CUL/mm-1 through CUL/mm-4 are sufficient to mitigate any potential impacts. Regardless, any significant prehistoric archaeological resources referenced in Section V. Cultural Resources are considered potentially significant tribal cultural resources. Standard mitigation has been proposed to ensure impacts to any unknown resources that may be encountered during project development would be avoided and/or minimized.

Therefore, potential impacts associated with tribal cultural resources would be less than significant with mitigation.

Mitigation Measures and Residual Impact

To minimize potential significant impacts related to tribal cultural resources, the following measures would be implemented.

*Implement Mitigation Measures **CUL/mm-1** through **CUL/mm-4.***

With the incorporation of this measure, residual impacts related to tribal cultural resources would be less than significant.

XIX. Utilities and Service Systems

Environmental Setting

The project corridor is located entirely within the City of Arroyo Grande. Utilities will be provided by both the City and other regional entities. The exact location of existing utility components, infrastructure or

systems in the project area, including water, sewer, natural gas, electric power, and telecommunications has not yet been determined. However, any existing utility component or facility that would be impacted by the project would be relocated or replaced in kind.

Water and wastewater services within the city are provided by the City Public Works Department. The City has a franchise agreement with South County Sanitary Service for collection, diversion, and disposal of solid waste and is served by the Cold Canyon Landfill located approximately 4 miles north of Arroyo Grande in unincorporated San Luis Obispo County.

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

Discussion

a): The project does not propose use or development of any on-site wastewater disposal systems or connection to any community wastewater system. The project would not include any use that would require wastewater discharges, except for short-term construction activities that would be serviced by on-site portable restroom and hand-washing facilities and/or existing facilities within the project area, as necessary.

The project would not result in the need for new or expanded stormwater drainage or water quality control facilities. The new infrastructure could alter surface slopes and drainage patterns within the project area. Proposed project improvements would be designed to avoid impacts to adjacent areas and

ensure that stormwater continues to flow along existing contours that drain naturally into the existing stormwater drainage system. Drainage would be designed in conformance with applicable City regulations, post-construction stormwater requirements (as applicable), and any other regulatory requirements. Through compliance with existing requirements, potential impacts to stormwater infrastructure and facilities would be less than significant.

The project does not propose substantial changes in long-term use of the project area; therefore, no permanent and substantially changed effects associated with discharge into or contamination of surface waters would result above that which currently exists.

Therefore, potential impacts would be less than significant.

b): The project does not propose any new use that would create an increased demand for water. Short-term construction activities would be serviced by the City's municipal water supply and portable wastewater facilities and/or existing facilities within the project area.

Therefore, potential impacts would be less than significant.

c): The project does not propose new uses that require wastewater treatment and nor would it require the construction or expansion of these facilities.

Therefore, no impact would occur.

d)-e): Upon completion, operation and use of the project would not generate any solid waste. Construction activities would result in the generation of solid waste materials, including cut volumes and demolition of existing infrastructure. The proposed project will be served by the Cold Canyon Landfill, which has adequate permitted capacity to serve the project.

Therefore, the impacts would be less than significant.

Mitigation Measures and Residual Impacts

No significant impacts to utilities and service systems were identified; therefore, no mitigation measures are required.

XX. Wildfire

Environmental Setting

Natural hazards such as wildfires are discussed in the City of Arroyo Grande's General Plan Safety Element. The City has developed policies and allocates funding for a variety of programs for preventative maintenance and to provide emergency services to the public when natural disasters occur. Funding for the Five Cities Fire Authority is included to ensure the readiness of response teams and the smooth implementation of emergency response plans. The City also implements a fuels maintenance program to further minimize the risk of wildland fires.

The majority of the city is located in a generally flat valley that has been developed with urban and agricultural uses. The northern and eastern portions of the city, however, are hilly and contain parcels that are within or adjacent to grassland and forested areas. The most apparent fire hazards are generally associated with the urban/wildland interface areas of the city. Fire protection for the structures located within these urban/wildland interface areas may be constrained by heavy fuel loads, steep slopes, limited

access, and possibly limited water supplies. Fire suppression and prevention services within Arroyo Grande are provided by the Five Cities Fire Authority from Station One, located approximately one mile east on 140 Traffic Way. Additional backup support is provided by CAL FIRE.

Halcyon Road is located within the urbanized portion of the city and is almost completely surrounded by existing development. The Plan and the Halcyon Road corridor are entirely within the Local Responsibility Area and are not on lands classified as a very high fire hazard severity zone.

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

Discussion

a): Construction-related congestion and loss of access could temporarily affect emergency routes and access through areas of construction; however, emergency access would be maintained at all adjacent properties and long-term congestion relief would improve emergency access throughout the project corridor. As discussed in Section IX. Hazards and Hazardous Materials and XVII. Transportation/Traffic, mitigation has been identified to ensure short-term construction-related effects do not adversely affect emergency services within or near the project corridor (refer to HAZ/mm-5). As a result, implementation of the Complete Streets Plan would not substantially impair an adopted emergency response plan or emergency evacuation plan.

Therefore, impacts would be less than significant with mitigation.

b): The project would be developed in a part of the valley that is generally flat and is mostly surrounded by existing development. The project primarily consists of street improvements to increase safety and mobility and does not propose any design elements that would exacerbate risks and expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire.

Therefore, no impacts would occur.

c): The Complete Streets Plan proposes road and infrastructure improvements for the purpose of enhancing safety and mobility within the mostly developed Halcyon Road corridor. All improvements would be consistent with applicable engineering and building standards, and utility relocation, if any, would be done in coordination with the respective service provider. There are no additional improvements to infrastructure or maintenance, other than what is currently described and anticipated under the Complete Streets Plan, that would exacerbate fire risk or may result in temporary or ongoing impacts to the environment.

Therefore, no impacts would occur.

d): The Complete Street Plan focuses on street and infrastructure improvements within a relatively flat valley floor surrounded by urban development. The project is not located near a hillslope or in an area subject to downstream flooding or landslides. As such, the project does 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, no impacts would occur.

Mitigation Measures and Residual Impact

To minimize potentially significant impacts from wildfire and to an emergency response plan, the following measure would be implemented:

Implement HAZ/mm-5.

With the incorporation of this measure, residual impacts associated with wildfire would be less than significant.

5. Mandatory Findings of Significance

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) 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 an endangered, rare or threatened species; or eliminate examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	☐	☐	☒	☐

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Have possible environmental effects that are individually limited but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of possible future projects.	☐	☒	☐	☐
d) Cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Discussion

a): The proposed project does not have the potential to substantially degrade the quality of the environment. The project has no potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels or threaten to eliminate a plant or animal community, or substantially reduce the number or restrict the range of a rare or endangered plant or animal. The proposed project would not contribute significantly to greenhouse gas emissions or significantly increase energy consumption and would not eliminate important examples of the major periods of California history or prehistory with implementation of identified mitigation. Therefore, impacts would be less than significant with mitigation.

b): The proposed project is designed to achieve the goal of the City to improve operations within the local roadway system. The proposed project does not have the potential to achieve short-term goals to the disadvantage of long-term environmental goals. Therefore, the impacts would be less than significant.

c): Because the project does not propose a new or significantly different use than the existing use, the project's impacts would be limited in extent and duration and could be generally minimized through application of standard control measures. The proposed project does not have impacts that would be individually limited but cumulatively considerable with implementation of identified mitigation. There are no proposed or planned projects in the area that would create similar impacts, which when considered together with the project-related impacts would be considerable, or which compound or increase other environmental impacts. Therefore, impacts would be less than significant with mitigation.

d): The proposed project would not create environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly. The project would improve existing infrastructure providing beneficial impacts on existing traffic and circulation systems. Adverse project effects would generally be limited to the construction phase of the project and minimized through standard mitigation measures. Therefore, impacts would be less than significant with mitigation.

6. Summary of Mitigation Measures

AQ/mm-1 Prior to issuance of construction permits, the following measures shall be incorporated into the construction phase of the project and shown on all applicable plans:

Construction Equipment

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

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

c. Use diesel construction equipment meetings CARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with State Off-Road Regulation;

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

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

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

g. Diesel idling within 1,000 feet of sensitive receptors is not permitted;

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

i. Electrify equipment when feasible;

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

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

AQ/mm-2 Upon application for construction permits, all required PM10 measures shall be shown on applicable grading or construction plans and made applicable during grading and construction activities as described below.

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

b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and exceeding APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Increased watering frequency would be required whenever wind speeds exceed 15 miles per hour (mph). Reclaimed (non-potable) water should be used whenever possible When drought conditions exist and water use is a concern, the

contractor or builder should consider use of a dust suppressant that is effective for the specific site conditions to reduce the amount of water used for dust control;

c. All dirt stockpile areas should be sprayed daily and covered with tarps or other dust barriers as needed;

d. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with California Vehicle Code §23114;

e. "Track-Out" is defined as sand or soil that adheres to and/or agglomerates on the exterior surfaces of motor vehicles and/or equipment (including tires) that may then fall onto any highway or street as described in CVC Section 23113 and California Water Code 13304. To prevent 'track out', designate access points and require all employees, subcontractors, and others to use them. Install and operate a 'track-out prevention device' where vehicles enter and exit unpaved roads onto paved streets. The 'track-out prevention device' can be any device or combination of devices that are effective at preventing track out, located at the point of intersection of an unpaved area and a paved road. Rumble strips or steel plate devices need periodic cleaning to be effective. If paved roadways accumulate tracked out soils, the track-out prevention device may need to be modified;

f. All fugitive dust mitigation measures shall be shown on grading and building plans;

g. The contractor or builder shall designate a person or persons whose responsibility is to ensure any fugitive dust emissions do not result in a nuisance and to enhance the implementation of the mitigation measures as necessary to minimize dust complaints and reduce visible emissions below the APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Their duties shall include holidays and weekend periods when work may not be in progress (for example, wind-blown dust could be generated on an open dirt lot). The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition (Contact the Compliance Division at 805- 781-5912).

Take additional measures as needed to ensure dust from the project site is not impacting areas outside the project boundary All of these fugitive dust mitigation measures shall be shown on grading, construction and building plans; and the contractor shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20% opacity, and to prevent transport of dust off-site. Their duties shall include monitoring the effectiveness of the required dust control measures (as conditions dictate) and shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition.

BIO/mm-1: During construction, the project contractor shall implement the following measures, as appropriate to avoid the spread of invasive species:

a. To avoid the spread of invasive species, the contractor shall stockpile topsoil and redeposit the stockpiled soil within the excavated trenches after construction of the new project component is complete, or transport topsoil to a certified landfill for disposal.

b. During construction, the project contractor will make all reasonable efforts to limit the use of imported soils for fill. Soils currently existing on-site should be used for fill material. If the use of imported fill material is necessary, the imported material must be obtained from a source that is known to be free of invasive plant species; or the material must consist of purchased clean material such as crushed aggregate, sorted rock, or similar.

c. Any landscape and/or restoration planting plans, if proposed, must emphasize the use of native species expected to occur in the area. Project plans must avoid the use of plant species that the California Invasive Plant Council (Cal-IPC), California Exotic Pest Plant Council (Cal-EPPC), CDFW, or other resource organizations considers to be invasive or potentially invasive. Prior to issuance of grading permits, all project landscape and restoration plans shall be verified to ensure that the plans do not include the use of any species considered invasive by the Cal-IPC, Cal-EPPC, or CDFW.

d. Use of rodenticides and herbicides shall be prohibited.

BIO/mm-2: If feasible, removal of trees or vegetation shall be scheduled to occur in the fall and winter (between September 1 and February 15), after fledging and before the initiation of the nesting season. If trees or vegetation must be removed from February 15 to September 15, a qualified biologist shall be retained to conduct pre-construction surveys for nesting bird species within the project site. If active nests are observed, the contractor shall either: 1) wait for such nesting birds to fledge and leave the project site; 2) establish 100-foot exclusion zones around active nests, where construction will not be allowed in these exclusion zones until young have fledged; or 3) consult with the appropriate resource agencies for guidance prior to site disturbance.

CUL/mm-1 Prior to project implementation, including activities within paved areas and landscaped areas, the City shall prepare an Archaeological Monitoring Plan (AMP). A standard clause shall be included in every grading and construction contract to inform contractors of this requirement. The AMP shall include (but not be limited to) the following:

a. A list of personnel involved in the monitoring activities;

b. Description of Native American involvement;

c. Description of how the monitoring shall occur;

d. Description of frequency of monitoring (e.g., full time, part time, spot checking);

e. Description of what resources are expected to be encountered;

f. Description of circumstances that would result in the halting of work at the project site;

g. Description of procedures for halting work on the site and notification procedures;

h. Description of monitoring reporting procedures; and,

i. Provide specific, detailed protocols for what to do in the event of the discovery of human remains.

CUL/mm-2 An archaeological and Native American monitor shall be present during project related ground disturbing activities that have the potential to encounter previously unidentified archaeological resources, as outlined in the AMP prepared to satisfy CUL/mm-1. Archaeological monitoring may cease at any time if the City-qualified archaeologist, in coordination with City, determines that project activities do not have the potential to encounter and/or disturb unknown resources. A standard clause shall be included in every grading and construction contract to inform contractors of this requirement.

CUL/mm-3 If a potentially significant cultural resource is encountered during subsurface earthwork activities, and an archaeological and/or Native American monitor is not present, all construction activities within a 100-foot radius of the find shall cease and the City shall be notified immediately. Work shall not continue until a qualified archaeologist, in conjunction with locally affiliated Native American representative(s) as necessary, determines whether the uncovered resource requires 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 CEQA criteria by a qualified archaeologist. Potentially significant cultural resources consist of, but are not limited to, stone, bone, glass, ceramic, wood, or shell artifacts; fossils; or features including hearths, structural remains, or historic dumpsites.

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 CCIC, located at the University of California, Santa Barbara, and provide for the permanent curation of the recovered materials.

CUL/mm-4 If human remains are encountered during earth-disturbing activities, State Health and Safety Code Section 7050.5 requires that all work in the adjacent area shall stop immediately and that the County Coroner shall be notified immediately. Work shall not continue until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. If the human remains are determined to be prehistoric, the Coroner will notify the NAHC, which will designate and notify a Most Likely Descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

HAZ/mm-1 Prior to construction, the City shall prepare a Hazardous Material Spill Prevention, Control and Countermeasure Plan to minimize the potential for, and effects of, spills of hazardous or toxic substances during construction of the project. The plan shall be submitted for review and approval by the City Public Works Director, and shall include, at minimum, the following:

a. A description of storage procedures and construction site maintenance and upkeep practices;

b. Identification of a person or persons responsible for monitoring implementation of the plan and spill response;

c. Identification of Best Management Practices (BMPs) to be implemented to ensure minimal impacts to the environment occur, including but not limited to the use of containment devices for hazardous materials, training of construction staff regarding safety practices to reduce the chance for spills or accidents, and use of non-toxic substances where feasible;

d. A description of proper procedures for containing, diverting, isolating, and cleaning up spills, hazardous substances and/or soils, in a manner that minimizes impacts on surface and groundwater quality and sensitive land uses and resources;

e. A description of the actions required if a spill occurs, including which authorities to contact and proper clean-up procedures; and

f. A requirement that all construction personnel participate in an awareness training program conducted by qualified personnel approved by the City Public Works Director. The training must include a description of the Hazardous Materials Spill Prevention, Control and Countermeasure Plan, the plan's requirements for spill prevention, information regarding the importance of preventing spills, the appropriate measures to take should a spill occur, and identification of the location of all clean-up materials and equipment.

HAZ/mm-2 A Soil Management Plan and Health and Safety Plan shall be developed for the project and subject to approval by the City to ensure contaminated soils excavated during project construction are handled, stockpiled, and disposed of in accordance with federal, state, and local regulations. Soils excavated during the project shall be tested for lead concentrations and the Soil Management Plan shall establish a Reuse Screening Level for the excavated soils; excavated soils with contaminant concentrations below the Reuse Screening Levels may be reused during construction on the right-of-way, while soils with contaminant concentrations exceeding the Reuse Screening Levels shall be managed as hazardous waste and disposed of at a facility that accepts soil with the detected concentrations of contaminants. Special handling, treatment, or disposal of aerially deposited lead in soils during construction activities within that portion of the project within Caltrans right of way shall be consistent with the California Department of Toxic Substances Control and Caltrans Soil Management Agreement for Aerially Deposited Lead-Contaminated soils (effective July 1, 2016).

HAZ/mm-3 Prior to initiation of construction, a Lead Compliance Plan shall be prepared by the contractor to prevent or minimize worker exposure to lead from handling material containing aerially deposited lead (California Code of Regulations, Title 8, Section 1532.1). This plan shall also be required for work performed on painted structures. The contractor shall prepare a written, project-specific Excavation and Transportation Plan establishing procedures the contractor shall use for excavating, stockpiling, transporting, and placing (or disposing) of material containing aerially deposited lead. The plan must conform to Department of Toxic Substance Control and California Occupational Safety and Health Administration regulations. For samples where lead levels exceed hazardous waste criteria, the excavated soil shall be either managed or disposed of as a California hazardous waste or stockpiled and resampled to confirm waste classification and potential utilization of Caltrans' hazardous waste agreement to recycle soil on site.

HAZ/mm-4 Built structures within the project area proposed for demolition or removal, including all concrete, painted surfaces, and treated wood poles and soils at the base of poles, shall be tested for asbestos containing material, lead-based paint, and petroleum hydrocarbons and other wood preservative chemicals. Testing shall be conducted prior to initiation of construction and estimates during the Plans, Specifications, and Estimates phase of the project shall include provisions for proper removal and disposal by a licensed contractor. Any identified contaminants and toxic materials shall be handled, treated, and disposed of in accordance with applicable rules and regulations.

HAZ/mm-5 Prior to the initiation of construction activities, the City shall prepare a Construction Timing, Access, and Circulation Plan, which shall include the following measures. This plan shall be approved by the City Public Works Director prior to the start of construction and made available to emergency responders to review and comment on prior to the onset of construction activities.

a. Methods for ensuring permanent access to the commercial/retail centers throughout the project corridor is preserved and/or improved to the maximum extent feasible through implementation of the proposed project.

b. A signage plan and other methods, if feasible, for increasing the visibility of business blocked by construction activities and educating travelers that businesses adjacent to the project corridor are to remain open during construction;

c. Clearly marked detour routes for alternate access to any businesses that are made inaccessible or difficult to access due to construction activities;

d. Hours of haulage (8:00 a.m. to 5:00 p.m.);

e. Designation of truck routes that avoid sensitive land uses (Harloe Elementary School, Arroyo Grande Community Hospital) and residential areas to the extent possible;

f. Methods of traffic control on adjacent streets within the project area;

g. Adequate safety signage regarding traffic control;

h. Designated construction staging areas for construction personnel vehicles, supplies, and equipment;

i. A telephone number for local residents to call if there are issues or complaints; and

j. Measures to resolve potential conflicts between construction activities and adjacent businesses.

Emergency providers directly adjacent to a construction area, including the Arroyo Grande Police Department and Arroyo Grande Community Hospital, shall be directly notified of the availability of and allowed to comment on the plan.

HYD/mm-1 Prior to commencement of construction activities that would result in disturbance of 1 acre or greater, the City shall prepare a Storm Water Pollution Prevention Plan (SWPPP), which shall include Best Management Practices (BMPs) to be implemented and

monitored prior to and during construction. The SWPPP would include a Construction Site Monitoring Program that presents procedures and methods related to the visual monitoring and sampling and analysis plans for non-visible pollutants, sediment and turbidity, and pH.

HYD/mm-2 The City shall implement, at minimum, the following BMPs.

Temporary Construction Measures

a. All substantial ground disturbance shall be limited to the dry season or periods when rainfall is not predicted to the extent feasible, to minimize erosion and sediment transport to surface waters;

b. Disturbed areas shall be stabilized or re-vegetated prior to the start of the rainy season;

c. Impacts to vegetation shall be minimized. The work area shall be flagged to identify its limits. Vegetation shall not be removed or intentionally damaged beyond these limits.

d. Construction materials and soil piles shall be placed in designated areas where they could not enter storm drains due to spillage or erosion.

e. Waste and debris generated during construction shall be stored in designated waste collection areas and containers away from watercourses, and shall be disposed of regularly.

f. During construction, washing of concrete trucks, paint, equipment, or similar activities shall occur only in areas where polluted water and materials can be contained for subsequent removal from the site. Wash water shall not be discharged to the storm drains, street, drainage ditches, creeks, or wetlands. Concrete washout area shall be isolated from storm drains, and wash water and waste shall be removed from the project site. The location of the washout area shall be clearly noted at the construction site with signs.

g. All fueling of heavy equipment shall occur in a designated area removed from on-site drainages, such that any spillage would not enter surface waters. The designated refueling area shall include a drain pan or drop cloth and absorbent materials to clean up spills. The location of the fueling area shall be clearly noted at the construction site with signs.

h. Vehicles and equipment shall be maintained properly to prevent leakage of hydrocarbons and coolant and shall be examined for leaks on a daily basis. All maintenance shall occur in a designated offsite area. The designated area shall include a drain pan or drop cloth and absorbent materials to clean up spills.

i. Any accidental spill of hydrocarbons or coolant that may occur on the construction site shall be cleaned immediately. Absorbent materials shall be maintained on the construction site for this purpose.

j. Temporary placement of fill shall be located outside of any drainage ways.

k. Adequate measures shall be applied to all disturbed portions of the project site to control dust, such as daily watering or hydro-mulching until vegetation cover is well established.

l. Any fill or stockpiling that is to be left more than 30 days shall be hydro-seeded or covered immediately upon completion of the fill or stockpiling work.

m. All fill material shall be "clean" and free of any potentially hazardous materials or hazardous waste.

n. Rain Event Action Plan (REAP). Risk Level 2 projects are required to prepare a REAP, which will describe projected storm information and list specific actions required to be taken before predicted rain events.

o. Soil Stabilization Measures. Minimum soil stabilization measures for the project shall include move-in/move-out erosion control, use of temporary hydraulic mulch on any exposed disturbed soils, temporary covers to protect disturbed soil areas, and temporary fencing to designate environmentally sensitive areas as outside of the work area limits. Analysis of additional soil stabilization measures will continue during the design phase.

p. Sediment Control Measures. Minimum sediment control measures for the project shall include temporary fiber rolls to minimize sediment-laden sheet flows and concentrated flows from discharging offsite, and temporary drainage inlet protection to prevent sediment from entering current or proposed storm drains. Investigation into additional sediment control measures, including the use of sediment traps, will continue during the design phase.

q. Tracking Controls. To prevent the tracking of mud and dirt off-site, stabilized construction entrances and exits shall be placed at multiple points throughout the project site. Street sweeping shall be implemented to remove any tracked sediment.

r. Waste Management and Materials Pollution Control. Concrete washout bins shall be considered for all concrete-related work activities.

s. Job Site Management. The project's proposed Construction Site Management includes controlling potential sources of water pollution before they enter any stormwater systems or watercourses and employee and subcontractor training, including the proper selection, deployment, and repair of construction site BMPs used within the project site.

t. Stormwater Sampling and Analysis. Risk Level 2 projects are required to perform stormwater sampling at all discharge locations during qualifying rain events. The samples shall be analyzed for pH and turbidity, and subject to numeric action levels.

<u>Permanent Design Measures</u>

u. Existing vegetation shall be preserved to the maximum extent possible. The proposed improvements would result in minimal clearing or grubbing because the majority of the study area is currently paved.

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