INITIAL STUDY
ENVIRONMENTAL CHECKLIST FORM
For EID-0137-2019

1. Project Title:

Diodati Subdivision
SBDV-0136-2019

2. Lead Agency Name and Address:

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

3. Contact Person and Phone Number:

Kyle Bell, Associate Planner
kbell@slocity.org
(805) 781-7524

4. Project Location:

309 Sandercock, San Luis Obispo, CA 93401
APN: 004-581-007

5. Project Sponsor's Name and Address:

John Diodati
3675 Lawnwood Court
San Luis Obispo, CA, 93401

6. General Plan Designation:

Medium-Density Residential

7. Zoning:

Medium-Density Residential (R-2) zone

8. Description of the Project:

The project is a corner lot subdivision creating four parcels (approximately 0.12, 0.11, 0.11, and 0.18 acres each) from three existing parcels totaling approximately 0.52 acres (Attachment 1, Project Plans). The existing parcels contain one single-family residence, which is proposed to remain in place. Further development of the project site would consist of a single-family residence on each of the proposed parcels (one per parcel), and associated site improvements including grading and access improvements. The applicant proposes to remove one pine tree thirteen inches in diameter at chest height. Nine oak trees located onsite are proposed to remain.

Proposed Parcels 1-3 will be accessed from Sandercock Street, and Parcel 4 will be accessed from Cypress Street. An exception is requested for Parcel 1 to establish a smaller parcel size for the corner lot for approximately 5,315 square feet, where 5,750 square feet is normally required, with a maximum width of 53-feet where 60-feet is normally required; as detailed in the table below.

	Min. Lot Area (sq. ft.)	Min. Width (feet)	Min. Depth (feet)	Min. Street Frontage (feet)
Requirement (R-2 zone) **Corner lot (+15%)**	**5,000** **5,750**	**50** **60**	**80**	**20**
Parcel 1 – Corner lot	*5,315*	*53*	100	154
Parcel 2	5,001	50	100	50
Parcel 3	5,000	50	100	50
Parcel 4	7,688	50	154	50

9. Surrounding Land Uses and Settings:

The project site encompasses three parcels approximately 7,500 square feet each. The project site is located at 309 Sandercock Street on the corner of Cypress and Sandercock Streets. The project site is relatively flat (approximately 2% average cross slope) and is developed with one single-family residence. The parcel is located in the Medium-Density Residential (R-2) zone and is surrounded by R-2 zoning. Surrounding uses consist of single and multi-family residences. Adjacent land uses and zoning are provided in the table below:

	Zoning	Land Use
North	R-2	Single-Family Residence
West	R-2	Multi-Family Residence (duplex)
South	R-2	Multi-Family Residence (duplex)
East	R-2	Single-Family Residence

10. Project Entitlements Requested:

The proposed project requires Tentative Parcel Map approval from the Planning Commission due to the requested exceptions from the Subdivision Regulations to allow the creation of a 5,315-square foot corner lot where 5,750 square feet is normally required, with a maximum width of 53-feet where 60-feet is normally required for a corner lot.

11. Other public agencies whose approval is required:

Air Pollution Control District.

12. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources code section 21080.3.1? If so, has consultation begun?

On May 20, 2019, the City of San Luis Obispo mailed letters informing California Native American Tribes that the project application was deemed complete, and notified these tribes of the consultation opportunity, pursuant to Public Resources Code § 21080.3.1. Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process, however no tribes requested formal consultation for the proposed project.

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

FISH AND GAME FEES

	There is no evidence before the Department that the project will have any potential adverse effects on fish and wildlife resources or the habitat upon which the wildlife depends. As such, the project qualifies for a de minimis waiver with regards to the filing of Fish and Game Fees.
X	The project has potential to impact fish and wildlife resources and shall be subject to the payment of Fish and Game fees pursuant to Section 711.4 of the California Fish and Game Code. This initial study has been circulated to the California Department of Fish and Game for review and comment.

STATE CLEARINGHOUSE

	This environmental document must be submitted to the State Clearinghouse for review by one or more State agencies (e.g. Cal Trans, California Department of Fish and Game, Department of Housing and Community Development). The public review period shall not be less than 30 days (CEQA Guidelines 15073(a)).

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

Signature

10/31/19
Date

Tyler Corey, Principal Planner

For: Michael Codron
Community Development Director

EVALUATION OF ENVIRONMENTAL IMPACTS:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact' is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section 19, "Earlier Analysis," as described in (5) below, may be cross-referenced).

5. Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (Section 15063 (c) (3) (D)). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.
   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they addressed site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9. The explanation of each issue should identify:

   a) The significance criteria or threshold, if any, used to evaluate each question; and
   b) The mitigation measure identified, if any, to reduce the impact to less than significance

Issues, Discussion and Supporting Information Sources Diodati Subdivision SBDV-0136-2019 EID-0137-2019	Sources	Potentially Significant Issues	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. Would the project:					
a) Have a substantial adverse effect on a scenic vista?	1,2,5				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, open space, and historic buildings within a local or state scenic highway?	1,11				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	1,11, 28			X	
d) Create a new source of substantial light or glare which would adversely effect day or nighttime views in the area?	1,12, 30			X	

Environmental Setting

The project site consists of an approximately half-acre property located within an urbanized residential neighborhood. There are no scenic highways or roadways located adjacent or proximate to the project site. Based on the City's Conservation and Open Space Element, there are no scenic vistas visible from the adjacent or proximate roadways.

Evaluation

a), b) The project site is not located in the area of a scenic vista or a local or state scenic highway; therefore, the proposed subdivision and future development of the site would not result in a significant impact to a scenic vista or scenic highway. *No impact*.

c), d) The proposed land division would occur within an urbanized residential area and represents an infill development project. Implementation of the project includes the removal of one pine tree from the project site; while removal of this tree would result in a visual change, the effect would not be significant because the applicant proposes to retain 65 trees onsite, which would be consistent with the surrounding urban forest canopy present within the neighborhood. Any subsequent development project on the site would need to comply with the City's Tree Ordinance which establishes requirements for compensatory planting and preservations requirements for retaining sensitive trees.

While no specific development proposal has been identified for the site, based on the underlying zoning and proposed parcel sizes, this analysis assumes that future development would consist of residential development. Such development would be subject to development standards identified in Chapter 17.18 Medium-Density Residential (R-2) Development Standards, and the City's Community Design Guidelines, which are intended to provide for infill projects of high architectural quality that are compatible with existing development. In addition, while the subdivision by itself would not result in the creation of additional light or glare, future development is subject to Section 17.70.100 Night Sky Preservation, which minimize glare and obtrusive light by limiting outdoor lighting that is misdirected, excessive, or unnecessary. Therefore, based on compliance with existing regulations and guidelines, potential impacts associated with future development of the project site related to visual character, quality of the site and its surroundings, light, and glare would be less than significant and no mitigation measures are necessary. *Less than significant impact.*

Conclusion: Less than Significant based on compliance with existing regulations and guidelines.

2. AGRICULTURE RESOURCES. Would the project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	14				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	10				X
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	14				X

Environmental Setting

The project site consists of an approximately half-acre property located within an urbanized residential neighborhood. No agricultural zoning, agricultural uses, Farmland as designated by the Farmland Mapping and Monitoring Program of the California Resources Agency, nor lands under Williamson Act contract onsite or proximate to the project site.

Evaluation

a), b), c) The project site is surrounded by developed properties and public streets. The Farmland Mapping and Monitoring Program of the California Resources Agency designates this property as Urban Land. Redevelopment of the site will not contribute to conversion of farmland. No impacts to existing on site or off-site agricultural resources are anticipated with development of the project site. *No impact*

Conclusion: Based on the discussion above, no impact would occur.

3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	15,16, 31			X	
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	15,16, 31		X		
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed qualitative thresholds for ozone precursors)?	15,16, 31			X	
d) Expose sensitive receptors to substantial pollutant concentrations?	30		X		
e) Create objectionable odors affecting a substantial number of people?	12, 30			X	

Environmental Setting

Air quality in the San Luis Obispo region of the County is characteristically different than other regions of the County (i.e., the Upper Salinas River Valley and the East County Plain), although the physical features that divide them provide only limited barriers to transport pollutants between regions. The County is designated nonattainment for the one-hour California Ambient Air Quality Standards (CAAQS) for ozone and the CAAQS for respirable particulate matter (PM10). The County is designated attainment for national ambient air quality standards (NAAQS).

The project site is located within a residential neighborhood; the existing residence that is occupied, and surrounding residential uses are considered sensitive receptors.

Evaluation

a), The San Luis Obispo Air Pollution Control District (APCD) adopted the 2001 Clean Air Plan (CAP) in 2002. The 2001 CAP is a comprehensive planning document intended to provide guidance to the SLOAPCD and other local agencies, including the City, on how to attain and maintain the state standards for ozone and PM10. The CAP presents a detailed description of the sources and pollutants which impact the jurisdiction, future air quality impacts to be expected under current growth trends, and an appropriate control strategy for reducing ozone precursor emissions, thereby improving air quality. The proposed project is consistent with the general level of development anticipated and projected in the CAP. The project is consistent with the CAP's land use and circulation management strategies, because it consists of an in-fill project within an urbanized area and would accommodate future residential uses within an urbanized area proximate to transit opportunities and bicycle routes. Therefore, potential impacts would be less than significant. *Less than significant impact.*

Conclusion: Based on the discussion above, the proposed project is consistent with the APCD's CAP, and potential impacts would be less than significant.

b), c), d) Both the US Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have

established ambient air quality standards for common pollutants. These ambient air quality standards are levels of contaminants representing safe levels that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are called "criteria" pollutants because the health and other effects of each pollutant are described in criteria documents. Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas. As mentioned above, San Luis Obispo is currently designated as nonattainment for the 1-hour and 8-hour State standards for ozone and the 24-hour State standard for PM_{10}.

CEQA Appendix G states the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make significance determinations. Assessment of potential air quality impacts that may result from the proposed project was conducted using the April 2012 CEQA Air Quality Handbook and 2017 Clarification Memo, which is provided by the APCD for the purpose of assisting lead agencies in assessing the potential air quality impacts from residential, commercial and industrial development. Under CEQA, the APCD is a responsible agency for reviewing and commenting on projects that have the potential to cause adverse impacts to air quality.

Construction Significance Criteria:
Construction activities associated with subdivision improvements and future development of the site, potentially including demolition, grading, construction, and paving would generate fugitive dust particles (PM_{10}), ozone precursors ($ROG+NO_x$), and diesel exhaust (DPM) that could result in a temporary increase in criteria pollutants and could also contribute to the existing non-attainment status for ozone and PM_{10}. Reactive organic gasses (ROG) would be released during drying of architectural coatings. Truck trips associated with imported and exported site material (i.e., soils and materials) may also be a source of emissions subject to APCD permitting requirements. The specific requirements and exceptions in the regulations can be reviewed at the following web sites: https://www.arb.ca.gov/msprog/truck-idling/factsheet.pdf and https://www.arb.ca.gov/regact/2007/ordiesl07/frooal.pdf. Impacts related to vehicle and heavy equipment emissions are considered potentially significant but mitigable (refer to Mitigation Measures AQ-3, AQ-4, AQ-5, and AQ-6). In addition, construction equipment itself can be the source of air quality emission impacts and may be subject to California Air Resources Board or APCD permitting requirements. This includes portable equipment, 50 horsepower (hp) or greater or other equipment listed in the APCD's 2012 CEQA Handbook, Technical Appendices, page 4-4 (refer to Mitigation Measure AQ-5).

Construction activities can generate fugitive dust, which could be a nuisance to local residents proximate to the proposed project site. Based on implementation of mitigation measures that would suppress dust onsite, potentially significant impacts related to fugitive dust emissions during proposed construction activities would be mitigated to less than significant (refer to Mitigation Measure AQ-3). Sensitive receptors (residents of a surrounding home) would potentially be affected by fugitive dust, diesel particulates, and construction equipment emissions. Based on the proximity of these sensitive receptors, additional diesel idling restrictions would apply to the project during construction (refer to Mitigation Measures AQ-4 and AQ-6).

Naturally occurring asbestos (NOA) has been identified by the state Air Resources Board as a toxic air contaminant. Serpentine and ultramafic rocks are very common throughout California and may contain naturally occurring asbestos. The SLO County APCD has identified that NOA may be present throughout the City of San Luis Obispo (APCD 2012 CEQA Handbook, Technical Appendix 4.4), and under the ARB Air Toxics Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations (93105) are therefore required to provide geologic evaluation prior to any construction activities (refer to Mitigation Measure AQ-1). As such, impacts are considered potentially significant but mitigable. The project may include demolition activities, which has the potential to disturb asbestos that is often found in underground utility pipes and pipelines (i.e. transit pipes or insulation on pipes). Demolition can have potential negative air quality impacts, including issues surrounding proper handling, demolition, and disposal of asbestos containing material (ACM). As such, the project may be subject to various regulatory jurisdictions, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M – asbestos NESHAP) (refer to Mitigation Measure AQ-2). Impacts related to the proposed demolition of a portion of the existing structure (existing attached garage) on the subject site is considered to be potentially significant but mitigable.

Operational Screening Criteria for Project Impacts:
Table 1-1 of the SLOAPCD CEQA Air Quality Handbook (as amended by the *Clarification Memorandum for the San Luis Obispo County Air Pollution Control District's 2012 CEQA Air Quality Handbook*, November 2017) shows that the

operation of up to 128 single-family residences or 203 multi-family residential units would not exceed the APCD ozone precursor significance threshold (25 lbs/day, ROG + NO_x); as the project site would not support more than sixteen residential units under the allowed density for the R-2 zone, operational impacts would be less than significant, and no mitigation is required. *Impact less than significant with mitigation.*

Mitigation Measures:

Mitigation Measure AQ-1: Prior to grading plan approval, the project proponent shall ensure that a geologic evaluation be conducted to determine if naturally occurring asbestos (NOA) is present within the area that will be disturbed. If NOA is not present, an exemption request must be filed with the San Luis Obispo County Air Pollution Control District (APCD). If NOA is found at the site, the applicant must comply with all requirements outlined in the California Air Resources Board Air Toxics Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations (93105). This may include development of an Asbestos Dust Mitigation Plan and an Asbestos Health and Safety Program for approval by the APCD. Technical Appendix 4.4 of this Handbook includes a map of zones throughout SLO County where NOA has been found and geological evaluation is required prior to any grading. More information on NOA can be found online at slocleanair.org/business/asbestos.php.

Mitigation Measure AQ-2: Prior to grading plan and demolition plan approval, any scheduled demolition activities or disturbance, removal, or relocation of utility pipelines shall be coordinated with the APCD Enforcement Division at (805) 781-5912 to ensure compliance with NESHAP, which include, but are not limited to: 1) written notification, within at least 10 business days of activities commencing, to the APCD, 2) asbestos survey conducted by a Certified Asbestos Consultant, and, 3) applicable removal and disposal requirements of identified ACM. More information on NOA can be found at http://www.slocleanair.org/rules-regulations/asbestos.php.

Mitigation Measure AQ-3: During construction/ground disturbing activities, the applicant shall implement the following particulate (dust) control measures. These measures shall be shown on grading and building plans prior to issuance of grading, demolition, and construction permits. In addition, the contractor shall designate a person or persons to monitor the dust control program and to order increased watering, modify practices as necessary, to prevent transport of dust off site. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Community Development and Public Works Departments prior to commencement of construction.

a. Reduce the amount of disturbed area where possible.
b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the 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 mph. Reclaimed (non-potable) water should be used whenever possible. Please note that since water use is a concern due to drought conditions, the contractor or builder shall consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control. Please refer to the following link for potential dust suppressants to select from to mitigate dust emissions:
http://www.valleyair.org/busind/comply/PM10/Products%20Available%20for%20Controlling%20PM10%20Emissions.htm.
c. All dirt stock pile areas (if any) shall be sprayed daily and covered with tarps or other dust barriers as needed.
d. Permanent dust control measures identified in the approved project revegetation and landscape plans shall be implemented as soon as possible, following completion of any soil disturbing activities.
e. Exposed grounds that are planned to be reworked at dates greater than one month after initial grading shall be sown with a fast germinating, non-invasive, grass seed and watered until vegetation is established.
f. All disturbed soil areas not subject to revegetation shall be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD.
g. All roadways, driveways, sidewalks, etc. to be paved shall be completed as soon as possible. In addition, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
h. Vehicle speed for all construction vehicles shall not exceed 15 m.p.h. on any unpaved surface at the construction site.
i. All trucks hauling dirt, sand, soil, or other loose materials, are to be covered or shall maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with California Vehicle Code Section 23114.

j. "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 California Vehicle Code 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;
k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers shall be used with reclaimed water where feasible. Roads shall be pre-wetted prior to sweeping when feasible.
l. All PM10 mitigation measures required should be shown on grading and building plans and; The contractor or builder shall designate a person or persons whose responsibility is to ensure any fugitive dust emissions do not result in a nuisance and to enhance the implementation of the mitigation measures as necessary to minimize dust complaints and reduce visible emissions below the APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Their duties shall include holidays and weekend periods when work may not be in progress (for example, wind-blown dust could be generated on an open dirt lot). The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition (Contact Tim Fuhs at 805-781-5912).

Mitigation Measure AQ-4: The following Standard Mitigation Measures for Construction Equipment shall be shown on plans prior to issuance of grading, demolition, and construction permits. The standard mitigation measures for reducing nitrogen oxides (NOx), reactive organic gases (ROG), and diesel particulate matter (DPM) emissions from construction equipment are listed below:

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 meeting CARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State Off-Road Regulation;
d. Use on-road heavy-duty trucks that meet the 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. Electrify equipment when feasible;
g. Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and,
h. Use alternatively fueled construction equipment on-site where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.

Mitigation Measure AQ-5: Prior to any construction activities at the site, the project proponent shall ensure that all equipment and operations are compliant with California Air Resource Board and APCD permitting requirements Portable equipment, 50 horsepower (hp) or greater, used during construction activities may require California statewide portable equipment registration (issued by the California Air Resources Board) or an APCD permit. The following list is provided as a guide to equipment and operations that may have permitting requirements but should not be viewed as exclusive. For a more detailed listing, refer to the Technical Appendices, page 4-4, in the APCD's 2012 CEQA Handbook.

a. Power screens, conveyors, diesel engines, and/or crushers;
b. Portable generators and equipment with engines that are 50 hp or greater;
c. Electrical generation plants or the use of standby generator;
d. Internal combustion engines;
e. Rock and pavement crushing;
f. Unconfined abrasive blasting operations;
g. Tub grinders;
h. Trommel screens; and,
i. Portable plants (e.g. aggregate plant, asphalt batch plant, concrete batch plant, etc.).

To minimize potential delays, prior to the start of the project, please contact the APCD Engineering & Compliance Division at (805) 781-5912 for specific information regarding permitting requirements.

Mitigation Measure AQ-6: Prior to issuance of grading, demolition, and construction permits, the following measures shall be shown on proposed plans. To reduce the sensitive receptor emissions impact of diesel vehicles and equipment used to construct the project and export soil from the site, the applicant shall implement the following idling control techniques:

1. California Diesel Idling Regulations
   a. On-road diesel vehicles shall comply with Section 2485 of Title 13 of the California Code of regulations. This regulation limits idling from diesel-fueled commercial motor vehicles with gross vehicular weight ratings of more than 10,000 pounds and licensed for operation on highways. It applies to California and non-California based vehicles. In general, the regulation specifies that drivers of said vehicles:
      1. Shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location, except as noted in Subsection (d) of the regulation; and,
      2. Shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than 5.0 minutes at any location when within 100 feet of restricted area, except as noted in Subsection (d) of the regulation.
   b. Off-road diesel equipment shall comply with the 5-minute idling restriction identified in Section 2449(d)(2) of the California Air Resources Board's In-Use Off-road Diesel regulation.
   c. Signs must be posted in the designated queuing areas and job sites to remind drivers and operators of the state's 5-minute idling limit.
2. Diesel Idling Restrictions Near Sensitive Receptors (residential homes). In addition to the State required diesel idling requirements, the project applicant shall comply with these more restrictive requirements to minimize impacts to nearby sensitive receptors:
   a. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors.
   b. Diesel idling within 1,000 feet of sensitive receptors shall not be permitted.
   c. Use of alternative fueled equipment is recommended.
   d. Signs that specify the no idling areas must be posted and enforced at the site.
3. Soil and Material Transport. The final volume of soil and material that will be hauled off-site, together with the fleet mix, hauling route, and number of trips per day will need to be identified for the APCD. Specific standards and conditions will apply.

Conclusion: Based on the discussion above, the project would result in potentially significant, short-term, construction-related impacts, which can be reduced to less than significant with identified mitigation. Potential operational impacts would be less than significant, and no operational air quality mitigation measures are required.

e) The proposed project site is not located proximate to any sources of substantial objectionable odors, and future residential development of the project site would not generate substantial objectionable odors; therefore, potential impacts would be less than significant. *Less than significant impact.*

Conclusion: Based on the discussion above, potential impacts would be less than significant, and no mitigation measures are required.

4. BIOLOGICAL RESOURCES. Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	10			X	
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	10, 11				X

c) Have a substantial adverse effect on Federally protected wetlands as defined in Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, etc.) through direct removal, filling, hydrological interruption, or other means?	10				X
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 wildlife nursery sites?	10,11		X		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	9		X		
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?	5				X

Environmental Setting

The project site consists of an approximately half-acre property located within an urbanized residential neighborhood. There is no riparian or wetland habitat present onsite or proximate to the project site. The site is developed with one single-family residence to remain. Existing vegetation consists of 65 trees of various species and sizes.

Evaluation

a) According to the Natural Diversity Database of the California Department of Fish and Game, there are no species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service on or near the project site. Based on the location and size of the project site, there is no suitable habitat for special-status habitats, plants, or wildlife. Therefore, implementation of the proposed project would result in less than significant impacts to special-status habitats, plants, and wildlife, and no mitigation is necessary. *Less than significant impact.*

Conclusion: Based on the discussion above, the impact would be less than significant, and no mitigation is required.

b), c) The site is not near any natural waterway, and no riparian or wetland habitat is present or proximate to the projects site; therefore implementation of the project will have no adverse effect on riparian habitat or Federally protected wetlands. *No impact.*

Conclusion: Based on the discussion above, no impact would occur.

d) The property is completely surrounded by urban development and the proposed residential project will not interfere with any migratory wildlife corridors. The project includes the removal of up to one pine tree from the project site (65 trees of various species would remain). While in an urban environment, mature trees have the potential to support nesting habitat for birds. The removal of trees and construction activity proximate to nests may result in abandonment of eggs and potential avian harm or mortality, resulting in a potentially significant impact. This impact would be mitigated to less than significant by implementation of mitigation identified below, which requires either avoidance of tree removal and construction within the nesting bird season, or pre-construction surveys and avoidance measures to ensure nests, eggs, and nesting birds are not harmed (refer to Mitigation Measure BIO-1). *Less than significant impact with mitigation.*

Mitigation Measure:

Mitigation Measure BIO-1: Prior to commencement of construction, to avoid conflicts with nesting birds, potential tree removals and construction activities shall not be allowed during the nesting bird season (March to September), unless a City-approved and applicant funded qualified biologist has surveyed the impact zone and determined that no nesting bird activities would be adversely impacted. A qualified biologist shall conduct weekly inspections during the construction period and submit weekly monitoring reports to the City Planning staff and the Natural Resources Manager.

Prior to construction activities, a qualified biologist shall conduct training for all construction personnel on best practices concerning nesting birds. All construction personnel shall receive the training by the qualified biologist prior to initiating construction activities for the duration of the nest bird season. The qualified biologist shall submit documentation verifying completion of the training to City Planning staff and the Natural Resources Manager. If any evidence of nesting activities is found, the biologist will determine if any construction activities can occur during the nesting period and to what extent. The results of the surveys will be passed immediately to the City with possible recommendations for variable buffer zones, as needed, around individual nests.

Conclusion: Based on the discussion above and implementation of mitigation measure BIO-1, potentially significant impacts would be mitigated to less than significant.

e) No heritage trees or significant native vegetation exist onsite. The City Arborist has reviewed the proposed tree removal (one 13-inch Pine) specifically associated with the subdivision and supports the removal of the tree, no tree removal permit is required, in accordance with the City's Municipal Code Section 12.24.090F.

Future grading and development of the site may require additional tree removals subject to the review of the City Arborist, and may impact the health of trees to remain, resulting in a potentially significant impact. Mitigation is identified below, which would require implementation of tree protection measures to prevent inadvertent harm to the root zones, canopy, and overlying soils of these trees. Based on implementation of this mitigation, potential impacts would be mitigated to less than significant (refer to Mitigation Measure BIO-2). *Less than significant impact with mitigation.*

Mitigation Measures:

Mitigation Measure BIO-2: Prior to construction permit issuance for both initial improvements and future development, construction plans shall clearly delineate all trees within the project site and shall show which trees are to be removed or impacted, and which trees are to remain unharmed. Construction plans shall also: show proposed tree protection measures to protect those trees identified to remain and new trees to be planted, including the placement of protective fencing to be inspected and approved by the City Arborist; identify the location, species, and size of trees to be planted; identify proposed irrigation plans; and show the use of structural soils to enhance the success of new plantings. Tree protection measures shall be implemented prior to any ground disturbing activities per the approved grading and construction plans, and as approved by the City Arborist. Tree protection measures shall remain in place until final inspection by the City Arborist.

Conclusion: Based on the discussion above and implementation of mitigation measure BIO-2, potentially significant impacts would be mitigated to less than significant.

f) The proposed project will not conflict with any local policy protecting biological resources nor any adopted habitat conservation plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. *No impact.*

Conclusion: Based on the discussion above, no impact would occur.

5. CULTURAL RESOURCES. Would the project:					
a) Cause a substantial adverse change in the significance of a historic resource? (See CEQA Guidelines 15064.5)	10,21, 22				X
b) Cause a substantial adverse change in the significance of an archaeological resource? (See CEQA Guidelines 15064.5)	21,22		X		
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	11,21		X		
d) Disturb any human remains, including those interred outside of formal cemeteries?	23		X		

Evaluation

a) The project site does not contain a listed historic resource and is not located within or near a historic resource Historic

District. *No impact.*

Conclusion: Based on the discussion above, no impact would occur.

b), c), d) The project site is not located within or near areas designated as burial sensitivity areas and the project is not considered an archaeologically sensitive site as described in the City's Archaeological Resource Preservation Program Guidelines. There are no known paleontological resources on the project site and there are no unique geologic features on the property. No significant grading or excavation is proposed or required to complete the land division or subsequent development on the parcel. Therefore, it is unlikely that unknown significant archaeological resources or burials are present. In the unlikely event of resource discovery during grading and construction, mitigation measure CR-1 is identified to further ensure protection of unknown resources. Compliance with this measure would mitigate any potential impacts to unknown resources to a level of insignificance. *Less than significant impact with mitigation*.

Mitigation Measure:

Mitigation Measure CR-1: In the event historic, paleontological, or archeological resources and/or human remains are unearthed or discovered during any construction activities, the following standards apply:

a. Construction activities shall cease, and the City Community Development Department shall be notified so that the extent and location of discovered materials may be recorded by a qualified specialist (paleontologist, historian, archaeologist) and disposition of artifacts may be accomplished in accordance with state and federal law.
b. If human remains are unearthed, the applicant shall notify the City Community Development Department and shall comply with State Health and Safety Code Section 7050.5, which requires that no further disturbance shall occur until the County of San Luis Obispo 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 Native American, the County Coroner will notify the Native American Heritage Commission within 24 hours, which will determine 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.

Conclusion: Based on the location and condition of the project site, and implementation of mitigation measure CR-1 identified below, potential impacts would be less than significant.

6. GEOLOGY AND SOILS. Would the project:					
a) Expose people or structures to potential substantial adverse effects, including risk of loss, injury or death involving:					
I. Rupture of a known earthquake fault, as delineated in 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.	25			X	
II. Strong seismic ground shaking?	25			X	
III. Seismic-related ground failure, including liquefaction?	13			X	
IV. Landslides or mudflows?	10			X	
b) Result in substantial soil erosion or the loss of topsoil?	8,13, 30			X	
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 landslides, lateral spreading, subsidence, liquefaction, or collapse?	13			X	
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?	13			X	
e) Have soils incapable of adequately supporting the use of septic	7				X

tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?					

Evaluation

a), c) San Luis Obispo County, including the City of San Luis Obispo, is located within the Coast Range Geomorphic Province, which extends along the coastline from central California into Oregon. This region is characterized by extensive folding, faulting, and fracturing of variable intensity. In general, the folds and faults of this province comprise the pronounced northwest trending ridge-valley system of the central and northern coast of California.

Under the Alquist-Priolo Special Studies Zone Act, the State Geologist is required to delineate appropriately wide special studies zones to encompass all potentially and recently-active fault traces deemed sufficiently active and well-defined as to constitute a potential hazard to structures from surface faulting or fault creep. In San Luis Obispo County, the special Studies Zone includes the San Andreas and Los Osos faults. The edge of this study area extends to the westerly city limit line, near Los Osos Valley Road. According to a recently conducted geology study (source 16), the closest mapped active fault is the Los Osos Fault, which runs in a northwest direction and is about one mile from the City's westerly boundary. Because portions of this fault have displaced sediments within a geologically recent time (the last 10,000 years), portions of the Los Osos fault are considered "active". Other active faults in the region include: The San Andreas, located about 30 miles to the northeast, the Nacimiento, located approximately 12 miles to the northeast, and the San Simeon-Hosgri fault zone, located approximately 12 miles to the west.

Although there are no fault lines on the project site or within close proximity, the site is located in an area of "High Seismic Hazards," specifically Seismic Zone D, which means that future buildings constructed on the site will most likely be subjected to excessive ground shaking in the event of an earthquake. New structures must be designed in compliance with seismic design criteria established in the California Building Code for Seismic Zone D. To minimize this potential impact, the Uniform Building Code and City Codes require new structures to be built to resist such shaking or to remain standing in an earthquake. The project site is not in an area designated as having high landslide potential and is not located on steep slopes.

The Safety Element of the General Plan indicates that the project site has a high potential for liquefaction, which is true for most of the City. A soils report prepared by a qualified engineer is required upon review of the building permit to address the nature of the subsurface soils in response to liquefaction potential, in accordance with the California Building Code Chapter 18, any issues identified in the report will be addressed through standard site construction techniques, as required by the Code.

Based on the location of the project site, existing topography, and compliance with existing regulations, potential impacts would be less than significant. *Less than significant impact.*

Conclusion: Based on the location of the project site and underlying geologic and soil properties, and compliance with existing regulations, potential impacts would be less than significant, and no mitigation measures are required.

b) The erosion hazard of the underlying soils is Concepcion Loam (LUCE EIR Table 6.6-1 City of San Luis Obispo Soil Properties). The most significant source of potential erosion of on-site soils would be during initial site ground disturbance/construction and from stormwater runoff. Implementation of erosion control measures and best management practices to avoid discharge of sediment and other pollutants from the project site is regulated through compliance with the Municipal Code (Chapter 12.08 Urban Storm Water Quality Management and Discharge Control). Erosion control measures that would be required for future development pursuant to existing regulations may include, but not be limited to: scheduling ground disturbance to avoid the rain events (if feasible), use of hydroseeding, planting, and mulch to stabilize soils, dust control to stabilize stockpiles, unpaved roads, and graded areas, protection of storm drain inlets, use of sediment traps, construction of a stabilized page of aggregate and filter fabric at the construction access entrance, street sweeping, and use of silt fencing, sand/gravel bags, and fiber rolls. All construction projects in the city require the installation, maintenance, routine inspection (i.e. weekly, before predicted rain events, after rain events and during prolonged rain events) and the repair or replacement, as needed, of best management practices (BMPs) throughout the course of the construction project in order to protect local water quality. Most BMPs (i.e. concrete / tool washouts and street sweeping) are required year long and others are specifically required during the rainy season (i.e. October 15th through April 15th) or prior to a predicted rain event, even

if that rain event is predicted during the summer months. Enforcement of stormwater regulations occurs all year long. Failure to develop a plan and/or failure to implement the plan in accordance with Central Coast Regional Water Quality Control Board (RWQCB) erosion and sediment control requirements would result in the issuance of a "Notice to Comply." For sites with exposed soil, a Project Stop Work Notice may be issued at this time unless erosion and siltation control measures are actively being installed. After October 15th, a Project Stop Work Notice would be issued for all work except the installation of erosion control measures, and the RWQCB would be notified. Therefore, based on compliance with existing state and local regulations, potential impacts as a result of erosion and down-gradient sedimentation would be less than significant, and no additional mitigation measures are necessary. *Less than significant impact.*

Conclusion: Based on the location of the project site and underlying geologic and soil properties, and compliance with existing regulations, potential impacts would be less than significant, and no mitigation measures are required.

d) The site contains highly expansive soils as defined in Table 18-1-B of the Uniform Building Code (2001). A soils report prepared by a qualified engineer is required upon review of the building permit to address the nature of the subsurface soils in response to potential soil expansion, in accordance with the California Building Code Chapter 18, any issues identified in the report will be addressed through site construction techniques. *Less than significant impact.*

Conclusion: Based on the location of the project site and underlying geologic and soil properties, and compliance with existing regulations, potential impacts would be less than significant, and no mitigation measures are required.

e) The project site has access to the use of City sewers. *No impact.*

Conclusion: Based on the location of the project site, and existing and proposed connections to the City's sewer system, no impact would occur, and no mitigation is necessary.

7. GREENHOUSE GAS EMISSIONS. Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	1,8,9			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	1,8,9			X	

Existing Setting

As outlined in the LUCE Update EIR, prominent GHG emissions contributing to the greenhouse effect are carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF6). Anthropogenic (human-caused) GHG emissions in excess of natural ambient concentrations are responsible for intensifying the greenhouse effect and have led to a trend of unnatural warming of the earth's climate, known as global climate change or global warming. Global sources of GHG emissions include fossil fuel combustion in both stationary and mobile sources, fugitive emissions from landfills, wastewater treatment, agricultural sources, deforestation, high global warming potential (GWP) gases from industrial and chemical sources, and other activities.

The major sources of GHG emissions in the City are transportation-related emissions from cars and trucks, followed by energy consumption in buildings. These local sources constitute the majority of GHG emissions from community-wide activities in the city, and combine with regional, statewide, national, and global GHG emissions that result in the cumulative effect of global warming, which is causing global climate change. A minimum level of climate change is expected to occur despite local, statewide, or other global efforts to mitigate GHG emissions. The increase in average global temperatures will result in a number of locally-important adverse effects, including sea-level rise, changes to precipitation patterns, and increased frequency of extreme weather events such as heat waves, drought, and severe storms.

Statewide legislation, rules and regulations that apply to GHG emissions associated with the Project Setting include the Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32), Climate Pollution Reduction Beyond 2020 Healthier Communities and a Stronger Economy (Senate Bill [SB] 32), the Sustainable Communities and Climate Protection Act of 2008 (Senate Bill [SB] 375), Advanced Clean Cars Rule, Low Carbon Fuel Standard, Renewable Portfolio Standard, California Building Codes, and recent amendments to the California Environmental Quality Act (CEQA) pursuant to SB 97

with respect to analysis of GHG emissions and climate change impacts.

Plans, policies and guidelines have also been adopted at the regional and local level that address GHG emissions and climate change effects in the City. The San Luis Obispo County Air Pollution Control District (APCD) adopted a CEQA Air Quality Handbook (2012) and associated clarification memorandum (2017), as well as guidance on GHG emission thresholds and supporting evidence (2012), that may be applied by lead agencies within San Luis Obispo County. The City also adopted a Climate Action Plan (CAP) that includes a GHG emissions inventory, identifies GHG emission reduction targets, and includes specific measures and implementing actions to both reduce community-wide GHG emissions and help the city build resiliency and adapt to the effects of climate change.

Evaluation

a), b) The proposed project will result in infill development, located near to transit, services and employment centers. City policies recognize that compact, infill development allow for more efficient use of existing infrastructure and Citywide efforts to reduce greenhouse gas emissions. The City's CAP also recognizes that energy efficient design will result in significant energy savings, which result in emissions reductions. Construction activities would generate GHG emissions through the use of on- and off-road construction equipment in new development. Long-term emissions associated with the project relate to indirect source emissions, such as electricity usage; however, the emissions from project-related vehicle exhaust comprise the vast majority of the total project CO_2 emissions. State Title 24 regulations for building energy efficiency are enforced with new construction.

Table 1-1 of the SLOAPCD CEQA Air Quality Handbook (as amended by the *Clarification Memorandum for the San Luis Obispo County Air Pollution Control District's 2012 CEQA Air Quality Handbook*, November 2017) shows that the construction and operation of up to 76 single-family residences or 125 multi-family residential units would not exceed the APCD GHG bright-line threshold of 1,150 CO2e (metric tons/year). Therefore, potential impacts would be less than significant. *Less than significant impact.*

Conclusion: Based on the discussion above, potential impacts would be less than significant, and no mitigation measures are required.

8. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	29			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	29			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	29			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, it would create a significant hazard to the public or the environment?	4			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	27				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	27				X
g) Impair implementation of, or physically interfere with, the adopted emergency response plan or emergency evacuation	4			X	

plan?					
h) Expose people or structures to a significant risk of loss, injury, or death, involving wildland fires, including where wildlands are adjacent to urbanized areas or where residents are intermixed with wildlands?	4			X	

Evaluation

a) The proposed project would not create a significant hazard to the public or to the environment through the routine transport, use, or disposal of hazardous materials. Future construction following the proposed subdivision would be required to comply with applicable building, health, fire, and safety codes. Hazardous materials would be used in varying amounts during construction and occupancy of the project. Construction and maintenance activities would use hazardous materials such as fuels (gasoline and diesel), oils, and lubricants; paints and paint thinners; glues; cleaners (which could include solvents and corrosives in addition to soaps and detergents); and possibly pesticides and herbicides. The amount of materials used would be small, so the project would not create a significant hazard to the public or to the environment through the routine transport, use, or disposal of hazardous materials, as such uses would have to comply with applicable federal, state, and local regulations, including but not limited to Titles 8 and 22 of the CCR, the Uniform Fire Code, and Chapter 6.95 of the California Health and Safety Code.

With respect to operation of the future project, residential units would not generate significant amounts of hazardous materials. Therefore, based on compliance with existing regulations, potential impacts would be less than significant. *Less than significant.*

Conclusion: Based on compliance with existing regulations, potential impacts would be less than significant, and no mitigation measures are required.

b), c) The proposed project site is located 1,264 feet from the nearest school. As discussed above (refer to response to a), the proposed project would not result in the routine transport, use, disposal, handling, or emission of any hazardous materials that would create a significant hazard to the public or to the environment. Implementation of Title 49, Parts 171–180, of the Code of Federal Regulations and stipulations in the General Plan Safety Element would reduce any impacts associated with the potential for accidental release during construction or occupancy of future residential development.

Construction of the future residential project would require the use of fuels and materials, if spilled, could result in a hazard to the public. The applicant is required to comply with state and local water quality regulations (refer to Sections 6 and 9 of this Initial Study), which would address this potential impact. Therefore, based on compliance with existing regulations, potential impacts related to the accidental release of hazardous materials would be less than significant.

Conclusion: Based on compliance with existing regulations, potential impacts would be less than significant, and no mitigation measures are required.

d) Based on a review of the State of California Geotracker and Envirostor databases, the proposed subdivision is not located on a site with any known hazardous materials and improvements necessary for the proposed land division would not result in the emission of any hazardous materials or substances. *Less than significant impact.*

Conclusion: Based on compliance with existing regulations, potential impacts would be less than significant, and no mitigation measures are required.

e), f) The project site is located approximately 2.1 miles north of the San Luis Obispo County Airport. According to the Airport Land Use Plan (ALUP), the consideration of airport safety factors has led to the delineation of "safety areas" with respect to aviation safety risks. Please refer to the City LUCE Update EIR, Figure 4.8-3, for a depiction of the airport safety zones as delineated through the ALUP. As shown, the project site is located outside of all Airport Safety Zones. The subject location is not located within a specific plan area and is not subject to any density limitations established by the ALUP; and would therefore not result in a safety hazard for people residing or working in the project area. *No impact.*

Conclusion: Based on the location of the project, no impact would occur.

g), h) The project site is not within an area of fire hazard severity and is not adjacent to wildlands and would not interfere with any emergency response plan or emergency evacuation plans. *Less than significant impact.*

Conclusion: Based on the location of the project site and existing and proposed access points, potential impacts would be less than significant, and no mitigation measures are required.

9. HYDROLOGY AND WATER QUALITY. Would the project:					
a) Violate any water quality standards or waste discharge requirements?	30			X	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. The production rate of pre-existing nearby wells would drop to a level which would not support existing land uses for which permits have been granted)?	19			X	
c) Substantially alter the existing drainage pattern of the site or area in a manner which would result in substantial erosion or siltation onsite or offsite?	30			X	
d) Substantially alter the existing drainage pattern of the site or area in a manner which would result in substantial flooding onsite or offsite?	30			X	
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	19			X	
f) Otherwise substantially degrade water quality?	30			X	
g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	26				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	26				X
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	26				X
j) Inundation by seiche, tsunami, or mudflow?	26				X

Evaluation

a), f) Implementation of the project would include grading and development within a near level to gently sloping area. Disturbance of soils and use of equipment may result in the discharge of sediment, hydrocarbons, and other pollutants into the City storm system. The proposed project, including residential development of the site, is subject to several existing regulations and programs, including the City's Storm Water Management Program, the 2014 LUCE, and Drainage Design Manual (DDM) of the Waterway Management Plan and Post Construction Requirements for storm water control. Best Management Practices (BMPs) and Pollution Prevention Methods (PPMs) are required to be incorporated into grading and construction plans for the short and long-term management and protection of water quality. Based on the limited size of the project and compliance with existing regulations, potential impacts would be less than significant. *Less than significant impact.*

Conclusion: Based on the discussion above, potential impacts would be less than significant, and no mitigation measures are required.

b) The project site is within an area of an already developed residential subdivision and is served with water by the City's Utilities Department and will not use or otherwise deplete groundwater resources, interfere with groundwater recharge or alter ground and surface water quality. Water is allocated at the time building permits are issued and the Water Impact Fee is

paid. Water will need to be provided by the City's Utilities Department and it must be shown that supplying the project will not use or otherwise deplete groundwater resources or interfere with groundwater recharge. *Less than significant impact.*

Conclusion: Based on the discussion above, potential impacts would be less than significant, and no mitigation measures are required.

c), d), e) The project will need to comply with the Waterway Management Plan Drainage Design Manual, engineering standards, water pollution control plan requirements, Post Construction Stormwater Requirements, and adopted building and grading codes for water quantity/quality analysis. These plans and regulations were adopted for the purpose of ensuring water quality and proper drainage within the City's watershed. The Waterways Management Plan and Low Impact Development (LID) stormwater treatment requires that site development be designed so that post-development site drainage does not significantly exceed pre-development run-off. Therefore, based on compliance with existing regulations, potential impacts would be less than significant. No mitigation measures are necessary. *Less than significant impact.*

Conclusion: Based on the discussion above and compliance with existing regulations, potential impacts would be less than significant, and no mitigation measures are required.

g), h), i), j) The project site is not located within the 100-year flood hazard area, is not located near a levee or dam, is not downstream from a levee or dam, and is not located in an area where there is risk of inundation by seiche, tsunami, or mudflow. *No impact.*

Conclusion: Based on the location of the project site and compliance with existing regulations, no impact would occur, and no mitigation measures are required.

10. LAND USE AND PLANNING. Would the project:

a) Physically divide an established community?	1, 8			X	
b) Conflict with applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect?	1, 10				X
c) Conflict with any applicable habitat conservation plan or natural community conservation plans?	5				X

Evaluation

a) The project complies with all provisions of the General Plan Land Use Element. The project proposes an exception to the City's Subdivision Regulations minimum lot area and width requirements. The proposed subdivision would create four lots from three existing parcels, which requires an exception to the Subdivision Regulations for the minimum parcel area and minimum width. The proposed corner lot (parcel 1) has a lot area of 5,315 square feet (5,750 square feet minimum required for a corner lot) with a maximum width of 53-feet (60-feet minimum required for a corner lot). The project site is within an already developed residential subdivision representing an infill development opportunity. The exception is requested to provide for reasonable development of the property to meet the minimum requirements of lot depth, where the average lot size of all four parcels is equivalent to 5,751 square feet. The proposed subdivision minimally conflicts with the parcel area requirements of the Subdivision Regulations and the resulting parcels will be consistent with the size, density, and development pattern of the neighborhood. *Less than significant impact.*

Conclusion: Based on the location of the project site, and the discussion above, no impact would occur.

b), c) The proposed subdivision is an infill project in an already developed urban area resulting in a development pattern consistent with both the Zoning Regulations and General Plan and would not physically divide an established community, nor conflict with any habitat conservation plan or natural community conservation plans. *No impact*

Conclusion: Based on the location of the project site no impact would occur, and no mitigation is necessary.

11. MINERAL RESOURCES. Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	10				X
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?	10				X

Evaluation

a), b) No known mineral resources are present at the project site. Implementation of the proposed project would not result in the loss of availability of a known mineral resource. The project site is not designated by the general plan, specific plan, or other land use plans as a locally important mineral recovery site. *No impact.*

Conclusion: Based on the location of the project site no impact would occur, and no mitigation is necessary.

12. NOISE. Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	3, 18			X	
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	3, 18				X
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	30			X	
d) A substantial temporary, periodic, or permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	30			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	9, 27			X	
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	9, 27			X	

Existing Setting

The project site consists of an approximately half-acre property located within an urbanized residential neighborhood. The project site is not located near any transportation-related or stationary noise sourced. The site is developed with one single-family residence to remain.

Evaluation

a) The project site is not located near any transportation-related or stationary noise sources which would exceed noise thresholds of the Noise Element. Therefore, based on the location of the project site within an existing residential neighborhood, potential impacts would be less than significant. *Less than significant impact.*

b) The project will not expose people to the generation of excessive ground-borne noise levels or vibrations. *No Impact*

c), d) Long-term operation of the project would be consistent with existing and future residential uses in the project vicinity. Noise sensitive land uses in the area consist of existing residences, and operation of the project would not result in a long-term significant noise impact. The proposed project would therefore have a less than significant impact related to producing a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. Construction activities also generate noise, and may temporarily raise the ambient noise levels above acceptable levels for the duration of construction, including groundborne vibration and noise. Construction noise is regulated by the City's Noise Ordinance, which regulates time of construction and maximum noise levels that may be generated. The project would be

required to meet the noise standards contained in the Ordinance, which includes thresholds for noise generation from construction equipment and limitations on the days and hours of construction. *Less than significant impact*.

Conclusion: Based on the discussion above, potential impacts would be less than significant, and no mitigation is required.

e), f) The project site is located outside of the 50-dB contour identified in Figure 1 of the San Luis Obispo County Airport ALUP. Therefore, potential impacts would be less than significant. *Less than significant impact.*

Conclusion: Based on the location of the project site, potential impacts would be less than significant, and no mitigation is required.

13. POPULATION AND HOUSING. Would the project:

a) Induce substantial population growth in an area, either directly (for example by proposing new homes or businesses) or indirectly (for example, through extension of roads or other infrastructure)?	6			X	
b) Displace substantial numbers of existing housing or people necessitating the construction of replacement housing elsewhere?	6				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	6				X

Evaluation

a) The project site is designated for residential development, and the proposed project includes subdivision of the property and future residential development consistent with the anticipated land use based on the proposed project parcel size and maximum allowed density identified in the City's Zoning Regulations. The proposed project would not involve any other components that would induce further growth not already anticipated under the General Plan. Impacts are considered less than significant. *Less than significant impact.*

Conclusion: Based on the discussion above, potential impacts would be less than significant, and no mitigation measures are necessary.

b), c) The project does not include the displacement of housing or people; therefore, no impact would occur. *No impact.*

Conclusion: Based on the location of the project, no impact would occur.

14. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision, or need, of new or physically altered government 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:

a) Fire protection?	12			X	
b) Police protection?	12			X	
c) Schools?	12			X	
d) Parks?	12			X	
e) Roads and other transportation infrastructure?	12			X	
f) Other public facilities?	12			X	

Evaluation

a), b), d), e), f) As an infill site, adequate public services (fire, police, roads and other transportation infrastructure, and other public facilities) are available to serve the project. Future development must comply with applicable City codes and State regulations and building permits will be issued to insure consistency with these requirements. *Less than significant impact.*

Conclusion: Based on the discussion above, potential impacts would be less than significant, and no mitigation measures are

necessary.

c) The school districts in the state have the authority to collect fees at the time of issuance of building permits to offset the costs to finance school site acquisition and school construction, and are deemed by State law to be adequate mitigation for all school facility requirements. Any increases in demand on school facilities caused by the project are considered to be mitigated by the district's collection of adopted fees at the time of building permit issuance. *Less than significant impact.*

Conclusion: Based on the discussion above, potential impacts would be less than significant, and no mitigation measures are necessary.

15. RECREATION. Would the project:

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?	30			X	
b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	30			X	

Evaluation

a), b) The project is not expected to produce such a volume of new users that any nearby parks or recreation areas will be significantly impacted or deteriorated. No significant recreational impacts are expected to occur with subdivision of the site, as the project provides the same residential development potential as the existing property before any subdivision. Park Land In-Lieu fees will be required to be paid to the City to help finance additional park space, maintenance or equipment in the vicinity, per existing City policy. *Less than significant impact.*

Conclusion: Based on the discussion above and compliance with existing regulations, potential impacts would be less than significant, and no mitigation measures are necessary.

16. TRANSPORTATION/TRAFFIC. Would the project:

a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	2			X	
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads and highways?	2			X	
c) Substantially increase hazards due to design features (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	30			X	
d) Result in inadequate emergency access?	30			X	
e) Result in inadequate parking capacity onsite or offsite?	30			X	
f) Conflict with adopted policies supporting alternative transportation (e.g. bus turnouts, bicycle racks)?	2			X	
g) Conflict with the with San Luis Obispo County Airport Land Use Plan resulting in substantial safety risks from hazards, noise, or a change in air traffic patterns?	27				X

Evaluation

a), b), c), d), e), f) Based on the size and number of proposed parcels, future residential development of the site would not generate significant levels of vehicular or non-vehicular traffic. The project site is served by existing transportation infrastructure and the proposed project will result in improvements to the City's circulation system. The project will dedicate public right-of-way to provide for sidewalk improvements and vehicle access. The project has been evaluated by the Fire Department for adequacy of emergency access and no impacts have been identified. The project does not conflict with any plans or policies regarding public transit, bicycle, or pedestrian facilities. The project is in conformance with City's plans and policies regarding public transit, bicycle, and pedestrian facilities. *Less than significant impact.*

Issues, Discussion and Supporting Information Sources Diodati Subdivision SBDV-0136-2019 EID-0137-2019	Sources	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

Conclusion: Based on the discussion above and compliance with existing regulations, potential impacts would be less than significant, and no mitigation measures are necessary.

g) The project will not result in any changes to air traffic patterns, nor does it conflict with any safety plans of the Airport Land Use Plan because the project site is not located within any Airport Safety Zone. *No impact.*

Conclusion: Based on the location of the proposed project, no impact would occur.

17. TRIBAL CULTURAL RESOURCES. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
a) 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	22			X	
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	21, 23			X	

Evaluation

On May 20, 2017, local Native American tribal groups were formally noticed that an Initial Study of Environmental Impact was being completed for the proposed project at 309 Sandercock and invited to provide consultation on the proposed project. No tribal representatives requested formal consultation, and the project is not located within an archaeologically sensitive site, or near areas designated as burial sensitive areas.

a), b) The project site does not contain any structures that are: listed or eligible for listing in the California Register of Historical Resources or local register as defined in Public Resources Section 5020.1(k). The site does not contain any resources considered significant by any California Native American tribe. *Less than significant.*

Conclusion: Based on discussion above and in Initial Study Section 5 (Cultural Resources), and compliance with AB52, potential impacts would be less than significant, and no mitigation is required

18. UTILITIES AND SERVICE SYSTEMS. Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	12			X	
b) Require or result in the construction or expansion of new water treatment, waste water treatment, water quality control, or storm drainage facilities, the construction of which could cause significant environmental effects?	12			X	
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	12			X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new and expanded water resources needed?	12			X	
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate	12			X	

capacity to serve the project's projected demand in addition to the provider's existing commitment?					
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	24			X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?	24			X	

Evaluation

a), b), c), d), e), f), g) The project is an infill development project within an existing residential subdivision which is already served by drainage, sewer, and water facilities and is already served with solid waste service. The incremental increase in demand on these facilities and services is not considered to be significant. Future site development on the newly created parcel is subject to impact fees to ensure new development pays its fair share of the cost. The City's existing fee structure is intended to offset any of the incremental impacts of each new residential unit. *Less than significant impact.*

Conclusion: Based on the discussion above, and compliance with existing regulations, potential impacts would be less than significant, and no mitigation is required.

19. MANDATORY FINDINGS OF SIGNIFICANCE.

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X		

The project is an infill commercial development in an urbanized area of the city. Without mitigation, the project could have the potential to have adverse impacts on all of the issue areas checked in the Table on Page 3. As discussed above, potential impacts to air quality, biological and cultural resources will be less than significant with incorporation of recommended mitigation measures.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of the past projects, the effects of other current projects, and the effects of probable future projects)			X		

The impacts of the proposed project are individually limited and not considered "cumulatively considerable." Although incremental changes in certain issue areas can be expected as a result of the proposed Project, all environmental impacts that could occur as a result of the proposed project would be reduced to a less than significant level through compliance with existing regulations and identified mitigation measures discussed in this Initial Study and/or implementation of the mitigation measures recommended in this Initial Study for the following resource areas: air quality (AQ 1-6), biological resources (BIO 1-2), and cultural resources (CR 1).

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

Implementation of the proposed project would result in no environmental effects that would cause substantial direct or indirect adverse effects on human beings with incorporation of the mitigation measures recommended in this Initial Study.

Issues, Discussion and Supporting Information Sources Diodati Subdivision SBDV-0136-2019 EID-0137-2019	Sources	Potentially Significant Issues	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

20. EARLIER ANALYSES.
Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or Negative Declaration. Section 15063 (c) (3) (D). In this case a discussion should identify the following items:
a) Earlier analysis used. Identify earlier analyses and state where they are available for review.
N/A
b) Impacts adequately addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
N/A
c) Mitigation measures. For effects that are "Less than Significant with Mitigation Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions **of** the project.
N/A

21. SOURCE REFERENCES.	
1.	City of SLO General Plan Land Use Element, December 2014
2.	City of SLO General Plan Circulation Element, December 2014
3.	City of SLO General Plan Noise Element, May 1996
4.	City of SLO General Plan Safety Element, July 2000
5.	City of SLO General Plan Conservation Element, April 2006
6.	City of SLO General Plan Housing Element, January 2015
7.	City of SLO Water and Wastewater Element, February 1987
8.	City of SLO General Plan EIR 2014 for Update to the Land Use and Circulation Elements
9.	City of San Luis Obispo Municipal Code
10.	City of San Luis Obispo, Land Use Inventory Database
11.	Site Visit
12.	Staff Knowledge
13.	USDA, Natural Resources Conservation Service, Soil Survey of San Luis Obispo County
14.	Website of the Farmland Mapping and Monitoring Program of the California Resources Agency: http://www.consrv.ca.gov/dlrp/FMMP/
15.	Clean Air Plan for San Luis Obispo County, Air Pollution Control District, 2001
16.	CEQA Air Quality Handbook, Air Pollution Control District, 2012
17.	Institute of Transportation Engineers, Trip Generation Manual, 6th Edition, on file in the Community Development Department
18.	City of San Luis Obispo Noise Guidebook, May 1996
19.	City of SLO Waterways Management Plan
20.	City of San Luis Obispo, Historic Resource Preservation Guidelines, on file in the Community Development Department
21.	City of San Luis Obispo, Archaeological Resource Preservation Guidelines, on file in the Community Development Department
22.	City of San Luis Obispo, Historic Site Map
23.	City of San Luis Obispo Burial Sensitivity Map
24.	City of SLO Source Reduction and Recycling Element, on file in the Utilities Department
25.	San Luis Obispo Quadrangle Map, prepared by the State Geologist in compliance with the Alquist-Priolo Earthquake Fault Zoning Act, effective January 1, 1990
26.	Flood Insurance Rate Map (Community Panel 0603100005 C) dated March 5, 2007
27.	San Luis Obispo County Airport Land Use Plan
28.	City of San Luis Obispo Community Design Guidelines
29.	2001 Uniform Building Code
30.	Project Plans

31.	CAAQS San Luis Obispo Attainment Status

All documents listed above are available for review at the City of San Luis Obispo Community Development Department, 990 Palm Street, San Luis Obispo, California (805) 781-7188.

Attachments:

1. Reduced scale project plans

REQUIRED MITIGATION AND MONITORING PROGRAMS

AIR QUALITY MITIGATION

Mitigation Measure AQ-1: Prior to grading plan approval, the project proponent shall ensure that a geologic evaluation be conducted to determine if naturally occurring asbestos (NOA) is present within the area that will be disturbed. If NOA is not present, an exemption request must be filed with the San Luis Obispo County Air Pollution Control District (APCD). If NOA is found at the site, the applicant must comply with all requirements outlined in the California Air Resources Board Air Toxics Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations (93105). This may include development of an Asbestos Dust Mitigation Plan and an Asbestos Health and Safety Program for approval by the APCD. Technical Appendix 4.4 of this Handbook includes a map of zones throughout SLO County where NOA has been found and geological evaluation is required prior to any grading. More information on NOA can be found online at slocleanair.org/business/asbestos.php.

- Monitoring Plan, AQ-1: All mitigation measures shall be shown on grading and building plans. In addition, the contractor shall designate a person or persons to monitor compliance with APCD requirements. The name and telephone number of such persons shall be provided to the APCD, Community Development and Public Works Departments prior to commencement of construction. The applicant shall provide documentation of compliance with APCD requirements to City staff prior to issuance of any grading or building permits.

Mitigation Measure AQ-2: Prior to grading plan and demolition plan approval, any scheduled demolition activities or disturbance, removal, or relocation of utility pipelines shall be coordinated with the APCD Enforcement Division at (805) 781-5912 to ensure compliance with NESHAP, which include, but are not limited to: 1) written notification, within at least 10 business days of activities commencing, to the APCD, 2) asbestos survey conducted by a Certified Asbestos Consultant, and, 3) applicable removal and disposal requirements of identified ACM. More information on NOA can be found at http://www.slocleanair.org/rules-regulations/asbestos.php.

- Monitoring Plan, AQ 2: All mitigation measures shall be shown on grading and building plans. In addition, the contractor shall designate a person or persons to monitor compliance with APCD requirements. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD, Community Development and Public Works Departments prior to commencement of construction.

Mitigation Measure AQ-3: During construction/ground disturbing activities, the applicant shall implement the following particulate (dust) control measures. These measures shall be shown on grading and building plans prior to issuance of grading, demolition, and construction permits. In addition, the contractor shall designate a person or persons to monitor the dust control program and to order increased watering, modify practices as necessary, to prevent transport of dust off site. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Community Development and Public Works Departments prior to commencement of construction.

a. Reduce the amount of disturbed area where possible.
b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the 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 mph. Reclaimed (non-potable) water should be used whenever possible. Please note that since water use is a concern due to drought conditions, the contractor or builder shall consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control. Please refer to the following link for potential dust suppressants to select from to mitigate dust emissions:

http://www.valleyair.org/busind/comply/PM10/Products%20Available%20for%20Controlling%20PM10%20Emissions.htm.

c. All dirt stock pile areas (if any) shall be sprayed daily and covered with tarps or other dust barriers as needed.
d. Permanent dust control measures identified in the approved project revegetation and landscape plans shall be implemented as soon as possible, following completion of any soil disturbing activities.
e. Exposed grounds that are planned to be reworked at dates greater than one month after initial grading shall be sown with a fast germinating, non-invasive, grass seed and watered until vegetation is established.
f. All disturbed soil areas not subject to revegetation shall be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD.
g. All roadways, driveways, sidewalks, etc. to be paved shall be completed as soon as possible. In addition, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
h. Vehicle speed for all construction vehicles shall not exceed 15 m.p.h. on any unpaved surface at the construction site.
i. All trucks hauling dirt, sand, soil, or other loose materials, are to be covered or shall maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with California Vehicle Code Section 23114.
j. "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 California Vehicle Code 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;
k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers shall be used with reclaimed water where feasible. Roads shall be pre-wetted prior to sweeping when feasible.
l. All PM10 mitigation measures required should be shown on grading and building plans and; The contractor or builder shall designate a person or persons whose responsibility is to ensure any fugitive dust emissions do not result in a nuisance and to enhance the implementation of the mitigation measures as necessary to minimize dust complaints and reduce visible emissions below the APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Their duties shall include holidays and weekend periods when work may not be in progress (for example, wind-blown dust could be generated on an open dirt lot). The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition (Contact Tim Fuhs at 805-781-5912).

- Monitoring Plan, AQ 3: All mitigation measures shall be shown on grading and building plans. In addition, the contractor shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust off site. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD, Community Development and Public Works Departments prior to commencement of construction.

Mitigation Measure AQ-4: The following Standard Mitigation Measures for Construction Equipment shall be shown on plans prior to issuance of grading, demolition, and construction permits. The standard mitigation measures for reducing nitrogen oxides (NOx), reactive organic gases (ROG), and diesel particulate matter (DPM) emissions from construction equipment are listed below:

i. Maintain all construction equipment in proper tune according to manufacturer's specifications;
j. Fuel all off-road and portable diesel-powered equipment with CARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);
k. Use diesel construction equipment meeting CARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State Off-Road Regulation;
l. 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;
m. 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;
n. Electrify equipment when feasible;
o. Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and,

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

Mitigation Measure AQ-5: Prior to any construction activities at the site, the project proponent shall ensure that all equipment and operations are compliant with California Air Resource Board and APCD permitting requirements Portable equipment, 50 horsepower (hp) or greater, used during construction activities may require California statewide portable equipment registration (issued by the California Air Resources Board) or an APCD permit. The following list is provided as a guide to equipment and operations that may have permitting requirements but should not be viewed as exclusive. For a more detailed listing, refer to the Technical Appendices, page 4-4, in the APCD's 2012 CEQA Handbook.

j. Power screens, conveyors, diesel engines, and/or crushers;
k. Portable generators and equipment with engines that are 50 hp or greater;
l. Electrical generation plants or the use of standby generator;
m. Internal combustion engines;
n. Rock and pavement crushing;
o. Unconfined abrasive blasting operations;
p. Tub grinders;
q. Trommel screens; and,
r. Portable plants (e.g. aggregate plant, asphalt batch plant, concrete batch plant, etc.).

To minimize potential delays, prior to the start of the project, please contact the APCD Engineering & Compliance Division at (805) 781-5912 for specific information regarding permitting requirements.

Mitigation Measure AQ-6: Prior to issuance of grading, demolition, and construction permits, the following measures shall be shown on proposed plans. To reduce the sensitive receptor emissions impact of diesel vehicles and equipment used to construct the project and export soil from the site, the applicant shall implement the following idling control techniques:

1. California Diesel Idling Regulations
    a. On-road diesel vehicles shall comply with Section 2485 of Title 13 of the California Code of regulations. This regulation limits idling from diesel-fueled commercial motor vehicles with gross vehicular weight ratings of more than 10,000 pounds and licensed for operation on highways. It applies to California and non-California based vehicles. In general, the regulation specifies that drivers of said vehicles:
        1. Shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location, except as noted in Subsection (d) of the regulation; and,
        2. Shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than 5.0 minutes at any location when within 100 feet of restricted area, except as noted in Subsection (d) of the regulation.
    b. Off-road diesel equipment shall comply with the 5-minute idling restriction identified in Section 2449(d)(2) of the California Air Resources Board's In-Use Off-road Diesel regulation.
    c. Signs must be posted in the designated queuing areas and job sites to remind drivers and operators of the state's 5-minute idling limit.
2. Diesel Idling Restrictions Near Sensitive Receptors (residential homes). In addition to the State required diesel idling requirements, the project applicant shall comply with these more restrictive requirements to minimize impacts to nearby sensitive receptors:
    a. Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors.
    b. Diesel idling within 1,000 feet of sensitive receptors shall not be permitted.
    c. Use of alternative fueled equipment is recommended.
    d. Signs that specify the no idling areas must be posted and enforced at the site.
3. Soil and Material Transport. The final volume of soil and material that will be hauled off-site, together with the fleet mix, hauling route, and number of trips per day will need to be identified for the APCD. Specific standards and conditions will apply.

- Monitoring Plan, AQ-4, AQ-5, AQ-6: All mitigation measures shall be shown on grading and building plans. In addition, the contractor shall designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust off site. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD, Community Development and Public Works Departments prior to commencement of construction. The applicant shall provide documentation of compliance with APCD requirements to City staff prior to issuance of any grading or building permits.

BIOLOGICAL RESOURCES MITIGATION

Mitigation Measure BIO-1: Prior to commencement of construction, to avoid conflicts with nesting birds, potential tree removals and construction activities shall not be allowed during the nesting bird season (March to September), unless a City-approved and applicant funded qualified biologist has surveyed the impact zone and determined that no nesting bird activities would be adversely impacted. A qualified biologist shall conduct weekly inspections during the construction period and submit weekly monitoring reports to the City Planning staff and the Natural Resources Manager.

Prior to construction activities, a qualified biologist shall conduct training for all construction personnel on best practices concerning nesting birds. All construction personnel shall receive the training by the qualified biologist prior to initiating construction activities for the duration of the nest bird season. The qualified biologist shall submit documentation verifying completion of the training to City Planning staff and the Natural Resources Manager. If any evidence of nesting activities is found, the biologist will determine if any construction activities can occur during the nesting period and to what extent. The results of the surveys will be passed immediately to the City with possible recommendations for variable buffer zones, as needed, around individual nests.

Mitigation Measure BIO-2: Prior to construction permit issuance for both initial improvements and future development, construction plans shall clearly delineate all trees within the project site and shall show which trees are to be removed or impacted, and which trees are to remain unharmed. Construction plans shall also: show proposed tree protection measures to protect those trees identified to remain and new trees to be planted, including the placement of protective fencing to be inspected and approved by the City Arborist; identify the location, species, and size of trees to be planted; identify proposed irrigation plans; and show the use of structural soils to enhance the success of new plantings. Tree protection measures shall be implemented prior to any ground disturbing activities per the approved grading and construction plans, and as approved by the City Arborist. Tree protection measures shall remain in place until final inspection by the City Arborist.

- Monitoring Plan, BIO-1, BIO-2: Compliance with mitigation measures will be reviewed with plans as part of the improvement plans and construction drawings. As applicable, the Natural Resources Manager will confirm receipt of required resource agency permits and approvals. Compliance will be verified by the Natural Resources Manager in consultation with the Community Development Director, who shall confirm the conclusion and recommendations of the preconstruction nesting bird surveys and provide site inspections as necessary to ensure implementation.

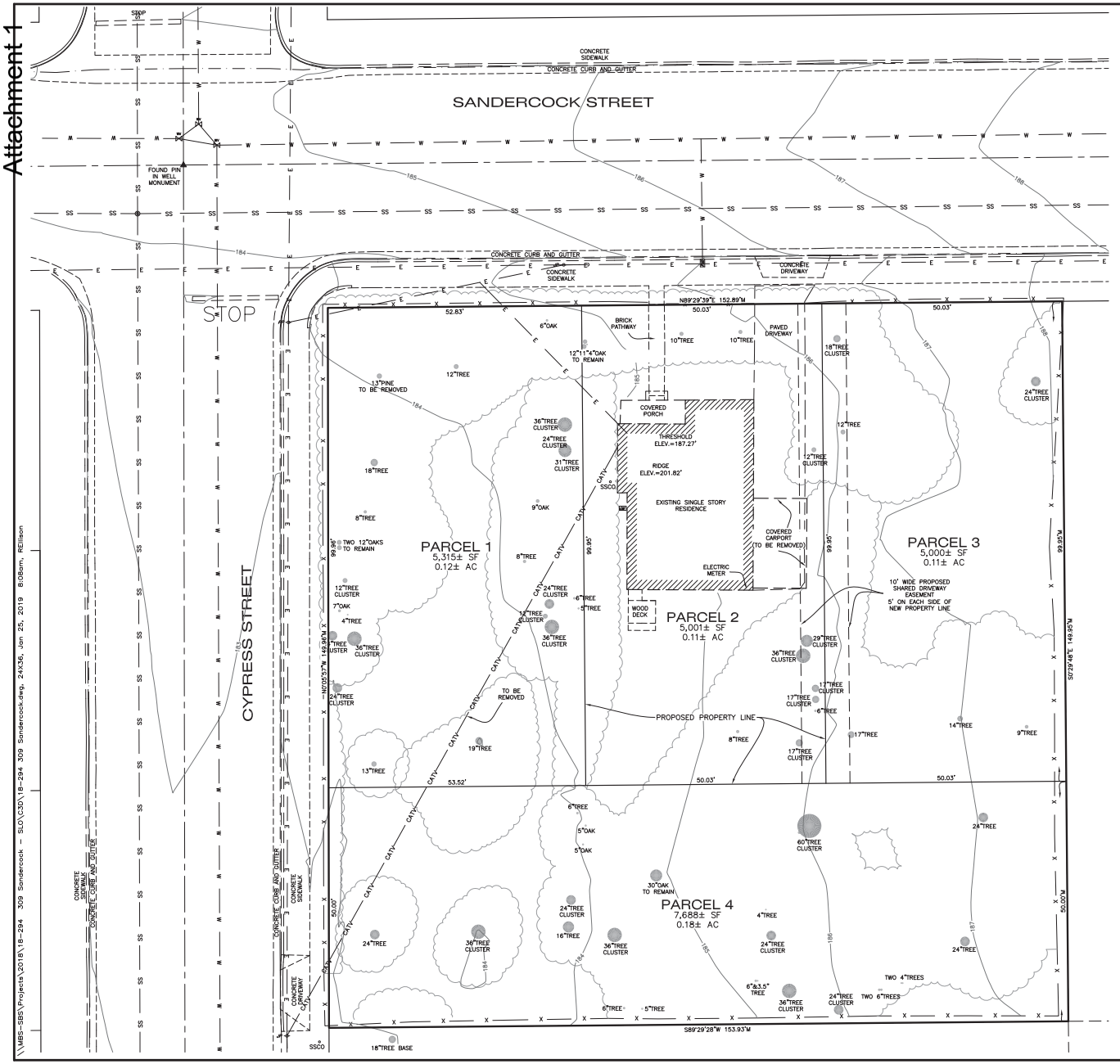
CULTURAL RESOURCES MITIGATION

Mitigation Measure CR-1: In the event historic, paleontological, or archeological resources and/or human remains are unearthed or discovered during any construction activities, the following standards apply:

a. Construction activities shall cease, and the City Community Development Department shall be notified so that the extent and location of discovered materials may be recorded by a qualified specialist (paleontologist, historian, archaeologist) and disposition of artifacts may be accomplished in accordance with state and federal law.
b. If human remains are unearthed, the applicant shall notify the City Community Development Department and shall comply with State Health and Safety Code Section 7050.5, which requires that no further disturbance shall occur until the County of San Luis Obispo 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 Native American, the County Coroner will notify the Native American Heritage Commission within 24 hours, which will determine 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.

- Monitoring Program, CR-1: Requirements for cultural resource mitigation, in the event of unforeseen encounter of materials, shall be clearly noted on all plans for project grading and construction. Compliance will be verified by the Community Development Director.

Attachment 1



SYMBOL LEGEND:

- FENCE LINE
- SEWER MAIN
- WATER MAIN
- GAS MAIN
- ELEC/TELEPHONE/CABLE
- OVERHEAD ELECTRIC
- DROP INLET AT CURB
- DROP INLET
- STORM DRAIN MANHOLE
- FIRE HYDRANT
- WATER WELL
- WATER VALVE
- WATER METER
- SEWER MANHOLE
- SEWER CLEANOUT
- MONITORING WELL
- RETAINING WALL
- PG&E BOX
- GAS METER
- TELEPHONE BOX
- SIGNAL BOX
- CABLE T.V. BOX
- ELECTRIC BOX
- TELEPHONE MANHOLE
- STREET LIGHT
- JOINT POLE
- POWER POLE
- GUY WIRE

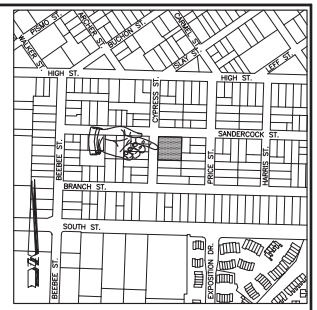
ABBREVIATIONS

AC	ASPHALT CONCRETE	IP	IRON PIPE
AP	ANGLE POINT	GB	GRADE BREAK
BM	BENCH MARK	GM	GAS METER
BLDG	BUILDING	HP	HIGH POINT
BOW	BACK OF WALK	LT	LIGHT
CB	CATCH BASIN	MH	MANHOLE
CF	CURB FACE	PP	POWER POLE
CO	CLEAN OUT	PVC	POLYVINYL PIPE
COL	COLUMN	RB	REBAR
COR	CORNER	RCP	REINFORCED CONCRETE PIPE
CONC	CONCRETE	R10	CANOPY RADIUS
CMP	CORRUGATED METAL PIPE	SD	STORM DRAIN
CMU	CONCRETE MASONRY UNITS	SL	POINT ON SLOPE
CRN	CROWN OF STREET	SS	SEWER
DI	DROP INLET	STP	STEP
EG	EXISTING GRADE	STR	STAIRS
EP	EDGE OF PAVEMENT	TOP	TOP OF SLOPE
FD	FOUND	TOE	TOE OF SLOPE
FL	FLOW LINE	TW	TOP OF WALL
FF	FINISH FLOOR	W	WATER
FOW	FACE OF WALL	WL	WALL
HSE	HOUSE COR	WM	WATER METER
GR	GRASS	WV	WATER VALVE
GM	GAS METER		
IP	IRON PIPE		

AREA TABLE

IN SQUARE FEET

EXISTING		PROPOSED	
EXISTING PARCEL 23004±			
		PARCEL 1	5315±
		PARCEL 2	5001±
		PARCEL 3	5000±
		PARCEL 4	7688±
TOTAL AREA	23004±		23004±



VICINITY MAP
NO SCALE

SUBDIVISION NOTES:

OWNER:
JOHN DIODATI
3674 LAWNWOOD CT.
SAN LUIS OBISPO, CA 93401
JOHNDIODATI@YAHOO.COM

PLANNER/SURVEYOR:
MICHAEL STANTON, PLS
MBS LAND SURVEYS
3559 SOUTH HIGUERA STREET
SAN LUIS OBISPO, CA 93401
805-594-1960
ATTN: LEAHA MAGEE
leaha@mbslandsurveys.com

ASSESSOR'S PARCEL NUMBER
003-732-013

UTILITIES:
WATER: CITY OF SAN LUIS OBISPO
SEWER: CITY OF SAN LUIS OBISPO
ELECTRIC: PG&E
TELEPHONE: AT&T
CABLE TV: SPECTRUM
GAS: SOUTHERN CAL GAS

BENCH MARK:

THE BENCH MARK FOR THIS PROJECT IS CITY OF SAN LUIS OBISPO BENCH MARK NO. S-17. BEING A "LAT AT THE CATCH BASIN ON THE WEST CURB OF BEEBEE MID-WAY BETWEEN BRANCH & SANDERCOCK"

ELEVATION - 165.77 (NAVD88)

BASIS OF BEARINGS:

THE BASIS OF BEARINGS FOR THIS PROJECT IS BASED ON FOUND MONUMENTS ALONG BRANCH BETWEEN CYPRESS AND BEEBEE BEARING S 89° 30' 00" W.

SITE DATA:

ADDRESS: 309 SANDERCOCK SAN LUIS OBISPO, CA

ASSESSOR'S PARCEL NO. APN 003-732-013

GRAPHIC SCALE
10 0 5 10 20
1 inch = 10 feet

TENTATIVE PARCEL MAP

SL 18-0154

LOTS 4, 5 AND 6 OF BLOCK 5 OF MAP OF SOUTH SIDE ADDITION AS SHOWN ON MAP FILED IN BOOK B AT PAGE 36, IN THE CITY OF SAN LUIS OBISPO, COUNTY OF SAN LUIS OBISPO, CALIFORNIA

AT THE REQUEST OF JOHN DIODATI

MBS LAND SURVEYS
MICHAEL B. STANTON, PLS 5702
3559 SOUTH HIGUERA ST.
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805-594-1960

January 25, 2019 JOB #S\Proj

\\MBS-SBS\Projects\2018\18-294 309 Sandercock - SLO\C3D\18-294 309 Sandercock.dwg, 24X36, Jan 25, 2019 8:08am, RElison