CITY OF SAN LUIS OBISPO

INITIAL STUDY
ENVIRONMENTAL CHECKLIST FORM

For ER # EID-0100-2020

1. Project Title:

163 Serrano Heights Drive Tentative Parcel Map

2. Lead Agency Name and Address:

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

3. Contact Person and Phone Number:

Kyle Bell, Associate Planner
(805) 781-7524

4. Project Location:

163 Serrano Heights Drive (APN 052-061-043 and 052-061-044), San Luis Obispo, CA (project site)

5. Project Sponsor's Name and Address:

John Rourke
163 Serrano Heights Drive
San Luis Obispo, CA 93405

6. General Plan Designations:

Low Density Residential

7. Zoning:

R-1 (Low Density Residential)

8. Description of the Project:

The project is a request for a Tentative Parcel Map (SLO18-0151) for the subdivision of one existing parcel (Assessor's Parcel Number [APN] 052-061-044) totaling 0.978 acre into three individual parcels meant to facilitate residential development on land in the R-1 (Low Density Residential) zone. The new parcels would range in size from 0.225 acre to 0.418 acre, and would be located at 163 Serrano Heights Drive, at the western edge of the city limits (Table 1). Access improvements would include a proposed 20-foot-wide access road across Proposed Parcel 1 and Proposed Parcel 2, a 12-foot-wide driveway across a portion of Proposed Parcel 2 for access to Proposed Parcel 3, and improvements to Serrano Heights Drive located in an existing 60-foot-wide access easement. An asphalt-concrete (AC) dike would be installed along the north side of the proposed access road beginning at Proposed Parcel 2 and terminating at a new catch basin on Proposed Parcel 1. Water, gas, and sewer lines would be installed under the proposed access road to serve the new parcels, and new water meters would be installed on an existing adjacent parcel (Existing Parcel 1) and Proposed Parcel 1. Two new fire hydrants would be installed as part of the improvements, one in the 60-foot-wide access easement near the southeastern property corner of Existing Parcel 1 (APN 052-061-043) and one along the eastern property line of Proposed Parcel 2 (refer to Attachment 2).

Table 1. Existing and Proposed Parcel Characteristics

Parcel	Size*	Slope	Improvements/Easements
Proposed Parcel 1	0.225 acres (9,801 sf)	14.1%	• 10-foot-wide public utility easement along the eastern property boundary • 20-foot-wide wide access road along the southern property boundary with gas, sewer, and water lines below and an AC dike along the north side only to a catch basin at the property line • Installation of a 613-cubic-foot underground stormwater chamber system and catch basin connected with an underground storm drain line • Installation of a new water meter to serve Proposed Parcel 1 • Installation of a new fire hydrant that can provide 1,000 gallons per minute (GPM) at 20 pounds per square inch (PSI) residual pressure • Removal of one 18-inch-diameter coast live oak tree.
Proposed Parcel 2	0.418 acres (18,208 sf)	19.6%	• 20-foot-wide access road along a portion of the southern property boundary with gas, sewer, and water lines below and an AC dike along the north side only to Proposed Parcel 1 • Fire truck turnaround • 12-foot-wide driveway for access to Proposed Parcel 3 along a portion of the southern property boundary • 20-foot-wide private drainage easement • Existing power pole easement • Existing storm drain and drainage inlet to remain
Proposed Parcel 3	0.335 acres (14,592 sf)	18%	• 12-foot-wide driveway accessed from Proposed Parcel 2 • Existing 10-foot-wide utility easement • Removal of one 40-inch-diameter eucalyptus tree • Existing 320-square-foot storage barn and 70-square-foot storage shed
Existing Parcel 1	0.582 acres (25,352 sf)		• Existing 10-foot-wide access easement • Existing 5-foot-wide sewer easement • Existing 2,986-square-foot single-family residence

			• Installation of two new water meters to serve Proposed Parcel 2 and Proposed Parcel 3 • Removal of one 32-inch-diameter oak tree
Offsite			• Installation of a new fire hydrant that can provide 1,000 GPM at 20-PSI residual pressure • Water and gas line extensions to property boundaries • Improvements to Serrano Heights Drive for 20-foot-wide paved road

* sf = square feet

The project site is generally surrounded by one- and two-story residences with public open space within unincorporated San Luis Obispo county to the west. The Cerro San Luis Serrano Heights Trailhead is located approximately 250 feet to the south.

An unnamed intermittent creek (i.e., water is flowing for 3 to 9 months during a typical year or water is flowing less than 3 months during a typical year and the stream supports riparian vegetation) flows approximately 120 feet west of the western property line northeast to Old Garden Creek. The City of San Luis Obispo (City) interactive Geographic Information Systems (GIS) Parcel Viewer has identified the unnamed intermittent creek as having an open channel with good riparian corridor.

To accommodate the on-site improvements, three trees would be removed. Access improvements would result in 150 cubic yards of earthwork and 5,560 square feet of site disturbance and impervious surface area.

No residential development on the new parcels is proposed at this time, but it is anticipated that each new parcel could accommodate a single-family residence, an accessory dwelling unit (ADU), and a junior ADU (JADU), for a total of nine new potential units. Construction of future residences, ADUs, and JADUs would result in additional tree removal, earthwork, and impervious surface area, the specifics of which are not known at this time.

9. Project Entitlements:

Development Review
Tree Removal Permit

10. Surrounding Land Uses and Settings:

Surrounding uses and stories of surrounding buildings are summarized below:

- North: one- and two-story single-family residences
- East: one- and two-story single-family residences
- South: one- and two-story single-family residences, Cerro San Luis and public open space beyond
- West: Cerro San Luis and public open space, one- and two-story single-family residences beyond

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

Native American Tribes were notified about the project consistent with City and State regulations including, but not limited to, Assembly Bill 52. A representative from the Salinan tribe requested to be notified in the event of

unanticipated discoveries, and this measure has been included as a mitigation requirement (refer to Section 18. Tribal Cultural Resources and Section 5. Cultural Resources).

12. Other public agencies whose approval is required:

N/A

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

FISH AND WILDLIFE FEES

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

STATE CLEARINGHOUSE

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

DETERMINATION (To be completed by the Lead Agency):

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	☐
I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made, by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	☒
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 or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	☐

Shawna Scott

Signature

February 22, 2021

Date

Shawna Scott, Senior Planner

Printed Name

For: Michael Codron,

Community Development Director

EVALUATION OF ENVIRONMENTAL IMPACTS

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

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

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

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

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

    a) Earlier Analysis Used. Identify and state where they are available for review.

    b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

    c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they addressed site-specific conditions for the project.

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

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

8. The explanation of each issue should identify:

    a) the significance criteria or threshold, if any, used to evaluate each question; and

    b) the mitigation measure identified, if any, to reduce the impact to less than significance

1. AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	1, 4	☐	☐	☒	☐
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, 4, 5,	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	1, 4, 7, 41	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	1, 7	☐	☐	☒	☐

Evaluation

The *City of San Luis Obispo General Plan Conservation and Open Space Element* (COSE) identifies specific goals and policies intended to protect and enhance the city's visual quality and character. Policies in the COSE include, but are not limited to, promoting the creation of "streetscapes" and linear scenic parkways during construction or modification of major roadways, designing new development to be consistent with the surrounding architectural context, and preserving natural and agricultural landscapes. The COSE and *City of San Luis Obispo General Plan Circulation Element* assign scenic value ratings of "moderate" and "high" to several roadways in the city, based on the availability of views of scenic resources from these public viewpoints. According to the Circulation Element, the segment of U.S. Route 101 (US 101) through the city of San Luis Obispo is identified as having moderate and high scenic value. The COSE also identifies Foothill Boulevard as having moderate scenic value; however, neither Broad Street in the vicinity of the project nor Serrano Drive have any scenic designation. The COSE does not identify any "cones of view" or other important scenic vistas in the project site vicinity.

The project is located on land that is zoned R-1 (Low Density Residential) near the western city limit. The surrounding land uses include one- and two-story residences to the north, east, and south, and Cerro San Luis and the public open space area to the west. The Cerro San Luis Serrano Heights Trailhead is located approximately 250 feet to the south. The project site is not located in the C/OS (Conservation/Open Space) zoning designation. The existing parcel supports a 2,986-square-foot single family residence with ancillary development and a 10-foot-wide access easement and a 5-foot-wide sewer easement. The project site includes an unnamed intermittent stream that flows approximately 120 feet west of the western property line northeast to Old Garden Creek and is characterized by gentle to moderate slopes, multiple trees, and one rock outcropping.

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 17.16 Medium-Density Residential (R-2) Development Standards, Section 17.70.090 Hillside 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.

a) A scenic vista is generally defined as a high-quality view displaying good aesthetic and compositional values that can be seen from public viewpoints. A substantial adverse effect on a scenic vista would occur if the proposed project would significantly degrade the scenic landscape as viewed from public roads or other public areas. Some scenic vistas are officially or informally designated by public agencies or other organizations. Based on the COSE map of scenic roadways and vistas, the project site is not located along roadways considered to be of moderate or high scenic value or within the cone of view of a scenic roadway. Based on the location of the project site, the project would not result in

blocking views of the Santa Lucia foothills or other scenic vistas. Therefore, the project is not located within a scenic vista and potential impacts would be *less than significant.*

b) The State of California and the City have designated highways that offer scenic views as Scenic Highways. The section of US 101 that extends through the city of San Luis Obispo is classified as an eligible State Scenic Highway but is not officially designated by the California Department of Transportation (Caltrans). The City has identified US 101 from the southern city limit to Marsh Street as a highway with high scenic value, and between Marsh Street and Broad Street and north of California Street as a highway with moderate scenic value. Due to the distance between US 101 and the project site (0.72 miles), intervening topography, and the existing urban development, there are no available views of the project site from US 101. The project is not located from the viewpoint of a Scenic Highway and therefore *no impact* would occur.

c) The project backs up to Cerro San Luis, a public open space, and may be viewed by the public from trails in the area. Site access to the property is from Serrano Heights Drive, which turns into Serrano Drive and eventually intersects with North Broad Street. The project would be visible from Serrano Heights Drive, but not from Serrano Drive or North Broad Street.

There is no planned development for the parcels. It can be assumed that each parcel can support a single-family residence, an ADU, and a JADU, for a potential of nine new units. Construction of future residences, ADUs, and JADUs would result in additional tree removal, earthwork, and impervious surface area, the specifics of which are not known at this time. Future residential development on these parcels would need to comply with City ordinances for R-1 development outlined in Sections 17.16 and 17.70 of the City Municipal Code and with the COSE, which outlines view guidelines regarding urban development (Policy 9.1.2). The COSE states that urban development should reflect its architectural context. This does not necessarily prescribe a specific style, but requires deliberate design choices that acknowledge human scale, natural site features, and neighboring urban development, and that are compatible with historical and architectural resources.

Project improvements would require the cutting of five trees and the possible removal of a rock outcropping. The COSE states that scenic and unique landforms, including significant trees or outcroppings, should be preserved. Two coast live oak trees (*quercus agrifolia)* are proposed to be cut down during construction of proposed improvements and more would likely be removed or impacted for future site development. Proposed tree removal would be consistent with the City's Tree Ordinance, which establishes requirements for compensatory planting and preservation requirements for retaining trees with historic or unusual value. The rock outcropping is located on Proposed Parcel 3 and depending on final construction plans would likely be removed. The outcropping is neither scenic or unique (such as those of the Morros) and any impacts or removal of it as a result of the project would be insignificant and not in conflict with policies of the COSE.

Therefore, the proposed project is consistent with applicable zoning and the *City of San Luis Obispo General Plan* and impacts would be considered *less than significant.*

d) The project is not currently proposing the development of outdoor lighting sources that could create a new source of light or glare. Future development plans have not been specified; however, if new light sources are proposed they must adhere to the COSE (Policy 9.2.3), which states outdoor lighting shall avoid operating at unnecessary locations, levels, and times; spillage into areas not needing or wanting illumination; glare; and frequencies that interfere with astronomical viewing. Outdoor lighting standards include, but are not limited to, outdoor light sources should be shielded and directed away from adjacent properties and public rights-of-way, minimum levels of lighting consistent with public safety standards, and limits to hours of lighting operation. Future residential development would be required to comply with the Lighting and Night Sky Preservation Ordinance (Section 17.70.100). The project would also be subject to review and approval by the City Community Development Director to ensure compliance with these standards prior to final approval. Therefore, impacts from new sources of light or glare would be *less than significant.*

Mitigation Measures

No mitigation is required.

Conclusion

The project site is not located within a scenic vista and cannot be seen from a Scenic Highway, and the project does not propose any design features that are inconsistent with the current zoning regulations or other applicable regulations. Therefore, impacts would be less than significant.

2. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	2, 8	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	2, 9	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	2	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	2	☐	☐	☒	☐
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	2, 8, 9	☐	☐		

Evaluation

The California Department of Conservation (CDOC) classifies and maps agricultural lands in the state in the Farmland Mapping and Monitoring Program (FMMP). The FMMP identifies five farmland categories: Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, and Farmland of Local Potential. The project site is designated as Urban and Built-Up Land by the FMMP.

No portion of the project site or immediately surrounding areas support active agricultural uses. The project site is not located within or immediately adjacent to land zoned for agricultural uses. Based on Figure 6 in the COSE, the project site is not located within or immediately adjacent to land under an active Williamson Act contract.

According to Public Resources Code (PRC) Section 12220(g), forest land is defined as land that can support 10% native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. Timberland is defined as land, other than land owned by the federal government and land designated by the State Board of Forestry and Fire Protection as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees.

a) The project site is not located on land designated as Farmland by the FMMP. Therefore, the project would not result in the conversion of Farmland to non-agricultural use and *no impacts* would occur.

b) The project site is not located within or adjacent to an Agricultural Zone and the project site is not located within or immediately adjacent to land under an active Williamson Act contract. Therefore, the project would not conflict with existing agricultural zoning or a Williamson Act contract and *no impacts* would occur.

c) The project site does not include land use designations or zoning for forest land or timberland. Therefore, the project would not conflict with zoning for forest land, timberland, or timberland zoned Timberland Production and *no impacts* would occur.

d) The project site contains more than 10% of native tree cover resulting from coast live oaks located primarily along the northern and eastern property lines. While these trees provide an aesthetic benefit to the project site, they are not present in such a quantity to provide for significant management of forest resources. Subdivision improvements would require the removal of native trees, and pursuant to the City's Tree Regulations (City Municipal Code Chapter 12.24), the project would be required to compensate for removed trees at a minimum 2:1 ratio. Therefore, the project's impact related to loss or conversion of forest land, timberland, or timberland zoned Timberland Production would be *less than significant*.

e) The project site is surrounded low-density residential uses. The nearest agricultural uses are approximately 0.75 mile west and southeast of the project site. The proposed project would be consistent with surrounding uses and consistent with existing zoning for this site and would not adversely affect agricultural water supplies or other agricultural support facilities. Therefore, the project would not result in substantial changes in the environment that could result in conversion of nearby agricultural land or forest land to non-agricultural or non-forest use and impacts would be *less than significant*.

Mitigation Measures

No mitigation is required.

Conclusion

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

3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	4, 10, 11, 12, 14	☐	☐	☒	☐

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	10, 11, 12	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	1, 11, 13	☐	☒	☐	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	1, 13	☐	☒	☐	☐

Evaluation

The city of San Luis Obispo is located within the South Central Coast Air Basin (SCCAB), which also includes Santa Barbara and Ventura Counties. Air quality within the SCCAB is regulated by several jurisdictions including the U.S. Environmental Protection Agency (EPA), California Air Resources Board (CARB), and San Luis Obispo County Air Pollution Control District (SLOAPCD). The SLOAPCD monitors air pollutant levels to assure that air quality standards are met, and if they are not met, develops strategies to meet the standards. Depending on whether the standards are met or exceeded, the SCCAB is classified as being in "attainment" or as "nonattainment."

San Luis Obispo County is currently designated as "nonattainment" for the state standards for ozone, partial nonattainment (in eastern San Luis Obispo County, outside of the project area) for federal ambient standards for ground-level ozone (O_3), and nonattainment for the state standards for particulate matter less than 10 microns in diameter (PM_{10}). The COSE identifies goals and policies to achieve and maintain air quality that supports health and enjoyment for those who live, work, and visit the city. These goals and policies include meeting federal and state air quality standards, reducing dependency on gasoline- or diesel-powered motor vehicles, and encouraging walking, biking, and public transit use.

The major sources of PM_{10} in the SCCAB are agricultural operations, vehicle dust, grading, and dust produced by high winds. Additional sources of particulate pollution include diesel exhaust; mineral extraction and production; combustion products from industry and motor vehicles; smoke from open burning; paved and unpaved roads; condensation of gaseous pollutants into liquid or solid particles; and wind-blown dust from soils disturbed by demolition and construction, agricultural operations, off-road vehicle recreation, and other activities. Ozone is a secondary pollutant that is formed by a reaction between nitrogen oxides (NO_x) and reactive organic gases (ROGs) in the presence of sunlight. Therefore, ozone levels are dependent on the amount of these precursors. In the SCCAB, the major sources of ROGs are motor vehicles, organic solvents, petroleum production, and pesticides. The major sources of NO_x are motor vehicles, public utility power generation, and fuel combustion by various industrial sources.

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

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. The CARB has identified the following groups that are most likely to be affected by air pollution (i.e., sensitive receptors): children under 14, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. The nearest sensitive receptors to the project site are the single-family residences located adjacent to the north (5 feet), south (100 feet), and east (50 feet) of the project site.

Naturally Occurring Asbestos (NOA) has been identified as a toxic air contaminant by the CARB. Any ground disturbance or demolition of existing structures in an area identified as having the potential to contain NOA must comply with the CARB Airborne Toxics Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations. The SLOAPCD NOA Map indicates that the project site is located within an area identified as having a potential for NOA to occur.

a) In order to be considered consistent with the 2001 San Luis Obispo County CAP, a project must be consistent with the land use planning and transportation control measures (TCMs) and strategies outlined in the CAP. The proposed project is consistent with the general level of development anticipated and projected in the CAP. The proposed development's location, uses, and intensity are generally consistent with planning envisioned in the 2014 *City of San Luis Obispo*

General Plan Land Use and Circulation Elements (LUCE) update and with the CAP's land use planning strategies. The project is located within the City's urban reserve line and would not designate more land for urban use, would be in close proximity to public transportation, and supports compact communities' strategies. Increases in housing units would help to offset projected imbalances between jobs and housing units, as noted in the 2019 Regional Housing Needs Assessment prepared by the San Luis Obispo Council of Governments (SLOCOG). Improvements in a jobs-to-housing imbalance would help support and promote local and regional improvements related to increased transportation mobility and potential reductions in VMT. The proposed project does not include commercial or industrial land uses that would result in increases in employment.

The proposed project would be consistent with the general level of development anticipated and projected in the CAP. Therefore, potential impacts would be *less than significant.*

b) Construction of the subdivision improvements would disturb approximately 0.12 acre of land and result in emissions of ROGs, NO_x, and fugitive dust emissions (PM_{10}). The parcel subdivision would facilitate future residential growth of up to nine new residential units that would result in emissions of pollutants during construction activity. During operation, the project would result in emissions of ozone precursor pollutants associated with mobile source emissions and other uses.

Construction Emissions

Proposed subdivision improvements would disturb approximately 0.12 acre of land and require approximately 150 cubic yards of earthwork; however, specific future development plans are currently unknown and have the potential to result in additional ground disturbance causing the production of more pollutants. Construction of subdivision improvements and future residential structures have the potential to cause a short-term increase in dust and vehicle emissions, including diesel particulate matter (DPM), ROGs, NO_x, and particulate matter. As shown in Table 2, construction emissions from proposed subdivision improvements would not exceed the SLOAPCD's applicable screening thresholds for ROG, NO_x, DPM, or PM_{10}. Therefore, potential construction-related emissions of these pollutants would be less than significant and would not be cumulatively considerable.

Table 2. Project Construction Emissions

Criteria Pollutant	Total Project Emissions	SLOAPCD Screening Threshold	Exceeds Threshold?
Reactive Organic Gases (ROG) + Nitrogen Oxide (NO_x)	17.07 pounds	137 pounds/day	No
Diesel Particulate Matter (DPM)	0.73 pounds	7 pounds/day	No
Fugitive Particulate Matter (PM_{10})	0.09 tons	2.5 tons/quarter	No

It is anticipated that the subdivision improvements and construction of up to nine dwelling units would occur sequentially. Exact grading volumes are unknown at this time but could include up to 0.978 acres of site disturbance and likely less than 1,200 cubic yards of earthwork per day, which would not result in exceedances of the SLOAPCD thresholds. Therefore, potential impacts would be *less than significant.*

Operational Emissions

The SLOAPCD CEQA Air Quality Handbook provides operational screening criteria to identify projects with the potential to exceed SLOAPCD operational significance thresholds (see Table 1-1 of the CEQA Air Quality Handbook). Based on Table 1-1 of the CEQA Air Quality Handbook, the project does not propose development that would have the potential to result in operational emissions that would exceed SLOAPCD thresholds (76 residences). Based on the relatively low volume of trips associated with the project and the type of activities proposed, operational impacts associated with the project would be minimal. The project would not generate substantial new long-term traffic trips or vehicle emissions and does not propose construction of substantial new direct (source) emissions. Therefore, potential operational emissions would be *less than significant.*

c) The project site is located within 1,000 feet of multiple sensitive receptors, including single-family residential units to the north, east, and south of the project site. The development of three new single-family residences and up to six JADUs/ADUs on-site would result in temporary construction vehicle emissions and fugitive dust that may affect surrounding sensitive receptors. The SLOAPCD CEQA Air Quality Handbook recognizes special conditions, such as proximity to sensitive receptors, that require implementation of standard construction mitigation measures to reduce diesel idling (DPM) and fugitive dust. Due to the project's proximity to surrounding residential areas (less than 1,000 feet), standard measures for reducing DPM and fugitive dust are required. Mitigation Measures **AQ-1** and **AQ-2** would reduce exposure of sensitive receptors to adverse fugitive dust and construction vehicle emissions; therefore, impacts would be *less than significant with mitigation.*

d) Project development activities, such as building construction, utility trenching, and installation, would generate odors associated with equipment exhaust and fumes. The proposed activities would not differ significantly from those resulting from any other type of construction project. Any effects would be short term in nature limited to the construction phase of the proposed project and would be less than significant.

The SLOAPCD NOA Map indicates that the project site is located within an area identified as having a potential for NOA to occur. The project includes excavation for road construction and trenching and installation of new water, wastewater, and stormwater service pipelines to the proposed new parcels. The project may also include demolition of an existing barn and shed, which have the potential to disturb asbestos, demolition can have potential negative air quality impacts, including issues surrounding proper handling, demolition, and disposal of asbestos containing material (ACM). Future development of the parcels would also likely include excavation for foundations and trenching for utilities. Pursuant to SLOAPCD requirements and the CARB ATCM for Construction, Grading, Quarrying, and Surface Mining Operations (17 California Code of Regulations [CCR] Section 93105), the applicant is required to conduct a geologic evaluation prior to any ground-disturbing activities and comply with existing regulations regarding NOA, if present. Mitigation Measures **AQ-3** and **AQ-4** have been identified to require the applicant to complete a geologic evaluation and follow all applicable protocols and procedures if NOA is determined to be present on-site. Based on compliance with identified mitigation and existing regulations, this potential impact would be *less than significant with mitigation*.

Mitigation Measures

AQ-1 **Idling Control Techniques.** During all construction activities and use of diesel vehicles, the applicant shall implement the following idling control techniques:

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

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

AQ-2 **Particulate Matter Control Measures.** During all construction and ground-disturbing activities, the applicant shall implement the following particulate matter control measures and detail each measure on the project grading and building plans:

1. Reduce the amount of disturbed area where possible.
2. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the SLOAPCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Increased watering frequency would be required whenever wind speeds exceed 15 miles per hour (mph). Reclaimed (non-potable) water should be used whenever possible.
3. All dirt stockpile areas (if any) shall be sprayed daily and covered with tarps or other dust barriers as needed.
4. Permanent dust control measures identified in the approved project revegetation and landscape plans shall be implemented as soon as possible, following completion of any soil-disturbing activities.
5. Exposed grounds that are planned to be reworked at dates greater than 1 month after initial grading shall be sown with a fast germinating, non-invasive, grass seed and watered until vegetation is established.
6. All disturbed soil areas not subject to revegetation shall be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the SLOAPCD.
7. All roadways, driveways, sidewalks, etc. to be paved shall be completed as soon as possible. In addition, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
8. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site.
9. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or shall maintain at least 2 feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with California Vehicle Code (CVC) Section 23114.
10. "Track out" is defined as sand or soil that adheres to and/or agglomerates on the exterior surfaces of motor vehicles and/or equipment (including tires) that may then fall onto any highway or street as described in CVC Section 23113 and California Water Code (CWC) Section 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.
11. 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.
12. All PM_{10} mitigation measures required should be shown on grading and building plans.
13. The contractor or builder shall designate a person or persons whose responsibility is to ensure any fugitive dust emissions do not result in a nuisance and to enhance the implementation of the mitigation measures as necessary to minimize dust complaints and reduce visible emissions below the SLOAPCD'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 SLOAPCD Compliance Division prior to the start of any grading, earthwork, or demolition (Contact Tim Fuhs at 805-781-5912).

AQ-3 **Geologic Evaluation.** Prior to initiation of ground-disturbing activities, the applicant shall retain a registered geologist to conduct a geologic evaluation of the property, including sampling and testing for NOA in full compliance with SLOAPCD requirements and the CARB ATCM for Construction, Grading, Quarrying, and

Surface Mining Operations (17 CCR 93105). This geologic evaluation shall be submitted to the City Community Development Department upon completion. If the geologic evaluation determines that the project would not have the potential to disturb NOA, the applicant must file an Asbestos ATCM exemption request with the SLOAPCD.

AQ-4 **Naturally Occurring Asbestos Control Measures.** If NOA are determined to be present on-site, proposed earthwork, demolition, and construction activities shall be conducted in full compliance with the various regulatory jurisdictions regarding NOA, including the CARB ATCM for Construction, Grading, Quarrying, and Surface Mining Operations (17 CCR 93105) and requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (NESHAP; 40 Code of Federal Regulations [CFR] Section 61, Subpart M – Asbestos). These requirements include, but are not limited to, the following:

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

Conclusion

With implementation of the mitigation measures identified above, residual impacts associated with air quality would be less than significant.

4. BIOLOGICAL RESOURCES

Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	2, 4	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	2, 4	☐	☐	☒	☐
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	2, 4, 16	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	4	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	7, 15	☐	☐	☒	☐
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?	17	☐	☐	☐	☒

Evaluation

The project site is zoned R-1 (Low Density Residential) and is surrounded by developed one- and two-story single-family residences. The Cerro San Luis Trailhead is located approximately 250 feet south of the project area and public open space is located to the west. An unnamed intermittent creek (i.e., water is flowing for 3 to 9 months during a typical year or water is flowing less than 3 months during a typical year and the stream supports riparian vegetation) flows approximately 120 feet west of the western property line. The City's interactive GIS Parcel Viewer indicates that the creek has an open channel with a good riparian corridor. The properties are characterized by many trees (coast live oak and eucalyptus [*Eucalyptus* spp.]) and gentle to moderate slopes.

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

According to the California Natural Diversity Database (CNDDB), there are documented occurrences of six special-status plant species and five special-status wildlife species within 1 mile of the project site. A field survey by SWCA Environmental Consultants (SWCA) in July 2020 was conducted on the property and mainly ruderal vegetation and a few coast live oaks were observed. Existing Parcel 1 supports well-maintained vegetation and does not support any native vegetation. There is existing evidence of previously removed coast live oaks and standing coast live oaks on the property. Proposed Parcel 1 contains mowed ruderal vegetation, oleanders, and several coast live oak trees along the northern fence line/property line. Proposed Parcel 2 supports native and ruderal vegetation that includes Jersey cudweed (*Pseudognaphalium luteoalbum*), California sage (*Artemisia californica*), coyote brush (*Baccharis pilularis*), and holly-leaved cherry (*Rhamnus illicifolia*), wild oats (*Avena* sp.) (dead and mowed), rip gut brome (*Bromus diandrus*), orchard grass (*Dactylis glomeratum*), and periwinkle (*Vinca major*). Proposed Parcel 3 supports eucalyptus trees, which prohibit the growth of other vegetation in the area. Proposed Parcel 3 supports some rock outcropping that at one time could have harbored native plants but were not observed during the field survey. The fence line between the eastern boundary of Proposed Parcel 3 and the western boundary of Existing Parcel 1 had some oak trees and saplings, escaped landscape plants, and nonnative plants.

a) Special-status plant species were not observed during a field survey conducted for the proposed project site and the project site did not show evidence of supporting habitat for special-status plant species. Due to existing site conditions, including mowed vegetation, compacted soils, existing topsoil excavation, and eucalyptus duff, special-status plant species are not expected to occur, and the proposed project would have a *less than significant impact.*

Five special-status wildlife species are known to occur within 1 mile of the project site, including Atascadero June beetle (*Polyphylla nubila*), California red-legged frog (*rana draytonii*), Coast Range newt (*Taricha torosa*), monarch butterfly overwintering population (*Danaus plexippus pop.1*), and western mastiff bat (*Eumops perotis californicus*). Atascadero June beetle prefers sand dunes located in Atascadero and San Luis Obispo. The project site is comprised entirely of Los Osos loam (15 to 30 percent slopes), which is not considered a sandy soil type. Therefore, Atascadero June beetle is not expected to occur on-site. California red-legged frog requires habitat in lowlands or foothills near deep water sources and dense riparian vegetation. Based on the site conditions at the time of the site survey, the site lacks upland refugia and therefore California red-legged frog are unlikely to be present. Coast Range newt requires habitat with streams, ponds, or lakes and vegetation. The unnamed intermittent creek does not contain water year round, and therefore it is unlikely for Coast Range newt to be present.

Project development would result in the removal of mature trees, several of which are larger than 12 inches in diameter at standard height (DSH) and would, therefore, require a tree removal permit under the City's Tree Ordinance. Bird species protected by the Migratory Bird Treaty Act (MBTA) may have the potential to pass through the area and nest in trees on the project site. While in a suburban environment, mature trees have the potential to support nesting habitat for birds. If project construction activities are conducted between February and September, they could result in direct and indirect impacts to nesting birds, if present. 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. Mitigation Measure **BIO-1** is included to minimize potential impacts to nesting migratory birds during construction.

Likewise, the project area provides suitable roosting and foraging habitat for roosting bats. The project proposes removal of several oak trees on-site; therefore, the project would result in direct loss of roosting habitat. The project would also result in temporary noise and dust disturbance associated with construction and the loss of foraging habitat for these species within the project development area. Mitigation Measure **BIO-2** has been identified to avoid impacts to roosting bats if found roosting within or adjacent to the project site, therefore; impacts would be less than significant with mitigation.

With implementation of BIO-1 and BIO-2, the project would not interfere with any candidate, sensitive, or special-status species, and impacts would be *less than significant with mitigation*.

b) An unnamed intermittent creek flows approximately 120 feet west of the western property line northeast to Old Garden Creek. Future development would be located at least 120 feet from the off-site creek, exceeding the 35-foot creek setback standard identified in the Municipal Code. No riparian vegetation is located on the project site and the project does not propose any offsite improvements that would impact riparian habitat. No sensitive natural communities have been identified on or adjacent to the project site. Therefore, based on the location of the project, potential impacts would be *less than significant*.

c) The project site does not support nor is it located near any federally or state-protected wetlands. Therefore, *no impact* would occur.

d) The project is located adjacent to an area designated as a wildlife corridor within the COSE. The proposed property subdivision and utility connections and subsequent future development of new residences would not introduce a substantial new barrier to wildlife passing through the area because they would be located outside of the designated wildlife corridor and at least 120 feet from the drainage channel that would facilitation wildlife movement. Implementation of the proposed project would not significantly restrict the movement of any native resident or migratory fish or wildlife species, established native resident or migratory wildlife corridors, or the use of native wildlife nursery sites.. Therefore, project impacts would be *less than significant*.

e) Proposed tree removal would be conducted in compliance with the City's Tree Ordinance standards for tree removal with a development permit, which requires submittal of site plans showing the location and species of trees to be removed, information to support the reason for removal, and other pertinent information required. This application would be subject to review by the Tree Committee with a recommendation to the Community Development Director. The project would not adversely affect sensitive habitats or resources identified in the COSE or impact any heritage trees designated by the Heritage Tree Program. The proposed area of disturbance does not support sensitive resources that are protected by local policies and plans. The Tree Ordinance would also require compensatory planting to replace the removed trees. Therefore, the project would not result in a conflict with local policies or ordinances protecting biological resources and impacts would be *less than significant*.

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

Mitigation Measures

BIO-1 **Nesting Birds and Raptors.** Site preparation, ground disturbance, and construction activities including any tree trimming and vegetation removal shall be conducted outside of the migratory bird nesting season (February 15 through October 31). If such activities cannot be avoided during this period, a City-approved qualified biologist shall conduct a preconstruction nesting bird survey no sooner than 1–4 weeks prior to tree removal activities and shall verify whether migratory birds are nesting in the site. If nesting activity is detected, the following measures shall be implemented:

1. The project shall be modified via the use of protective buffers, delaying construction activities, or other methods designated by the qualified biologist to avoid direct take of identified nests, eggs, and/or young protected under the MBTA and/or California Fish and Game Code.
2. The qualified biologist shall monitor the nests within the vicinity of project-related disturbances and determine if construction activities are causing behavioral changes or affecting nesting activities. Monitoring results shall then be utilized to develop an appropriate buffer around the nest site to minimize disturbance. Construction activities within the buffer zone shall be prohibited until the young have fledged the nest and achieved independence.
3. The qualified biologist shall document all active nests and submit a letter report to the City documenting project compliance with the MBTA, California Fish and Game Code, and applicable project mitigation measures within 14 days of survey completion.

BIO-2 **Roosting Bats.** Site preparation, ground disturbance, and construction activities including any tree trimming and/or vegetation removal shall be conducted outside of the typical bat maternity roosting and pupping season (February 1 to August 31), if feasible. If site disturbance activities are to occur within this season, the applicant shall retain a City-qualified biologist to conduct a preconstruction survey within 14 days prior to commencement of proposed site disturbance activities. If any roosting bats are found during preconstruction surveys, no work activities shall occur within 100 feet of active roosts until bats have left the roosts. The City-qualified biologist shall prepare a report after each survey and a copy of the report shall be provided to the City within 14 days of completion of each survey. If no bat roosting activities are detected within the proposed work area, site disturbance and noise-producing construction activities may proceed, and no further mitigation is required.

Conclusion

The project site supports native and ruderal plant species but does not support special-status plant species that could be impacted by project construction. Tree removal associated with the project would be mitigated through compliance with the City's Tree Ordinance but could result in impact to nesting birds and roosting bats. Compliance with existing regulations would ensure impacts to riparian habitats and sensitive natural communities would be less than significant. With implementation of the mitigation measures identified above, project impacts to biological resources would be less than significant.

5. CULTURAL RESOURCES

Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historic resource pursuant to §15064.5?	18, 19	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	4	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	4	☐	☒	☐	☐

Evaluation

Pre-Historic Setting

Archaeological evidence demonstrates that Native American groups (including the Chumash) have occupied the Central Coast for at least 10,000 years. The City is located within the area historically occupied by the Obispeño Chumash, the northernmost of the Chumash people of California. The Obispeño Chumash occupied much of San Luis Obispo County; the earliest evidence of human occupation in the region comes from archaeological sites along the coast. The project site is not located within a Burial Sensitivity Area as identified in COSE Figure 1: Cultural Resources.

Historic Setting

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

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

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

a) The project does not propose the removal of any structures or buildings and would therefore not remove a building or structure of historical significance. The project site does not currently contain, nor is it located near, any historic resources identified in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR). The project site is not identified on the City's Historic Properties map; therefore, the project would not result in a substantial adverse change in the significance of, or any other adverse impact to, a historical resource and impacts would be *less than significant*.

b) A Phase 1 Archaeological Survey was conducted by SWCA in July 2020. The survey included review of archival records and archaeological site records, a records search at the California Historical Resources Information System (CHRIS) Central Coast Information Center (CCIC), and an intensive survey of the project site. The records search identified no cultural resources recorded within the project site. The field investigation and survey identified no archaeological resources within the project site. No further archaeological study was recommended. Mitigation Measure **CR-1** has been identified to identify the proper procedures and contact in the event an inadvertent discovery of an archaeological or historical resource is made. Therefore, potential impacts associated with a substantial adverse change in the significance of an archaeological resource would be *less than significant with mitigation.*

c) The project site is not located within a Burial Sensitivity Area associated with San Luis Obispo Creek identified in COSE Figure 1: Cultural Resources. No human remains are known to exist within the project site; however, the discovery of unknown human remains is a possibility during ground-disturbing activities. Protocol for properly responding to the inadvertent discovery of human remains is identified in State of California Health and Safety Code Section 7050.5 and is detailed in Mitigation Measure **CR-2**. With implementation of Mitigation Measure **CR-2**, potential impacts to human remains would be *less than significant with mitigation*.

Mitigation Measures

CR-1 **Discovery of Previously Unidentified Cultural Resources.** In the event that historical or archaeological remains are discovered during ground-disturbing activities associated with the project, an immediate halt work order shall be issued and the City Community Development Director shall be notified. A qualified archaeologist shall conduct an assessment of the resources and formulate proper mitigation measures, if necessary. After the find has been appropriately mitigated, work in the area may resume. These requirements shall be noted on the project's final map and all improvement/construction plans.

CR-2 **Discovery of Human Remains.** In the event that human remains are exposed during ground-disturbing activities associated with the project, an immediate halt work order shall be issued and the City Community Development Director shall be notified. State Health and Safety Code Section 7050.5 requires that no further disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner shall notify the Native American Heritage Commission

(NAHC) within 24 hours. These requirements shall be noted on the project's final map and all improvement/construction plans.

Conclusion

Based on the records search conducted through the CCIC, no known historical or archaeological resources are present on-site. Mitigation measures have been identified above to require appropriate protocol for inadvertent resource discovery and discovery of human remains. With implementation of the mitigation measures identified above, potential impacts to cultural resources would be reduced to less than significant.

6. ENERGY

Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	21, 22	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	7, 21, 22	☐	☐	☒	☐

Evaluation

The Pacific Gas & Electric Company (PG&E) has historically been the primary electricity provider for the City. In October 2018, the City Council committed to joining the Monterey Bay Community Power (MBCP) and, beginning in January 2020, MBCP became the City's primary electricity provider. In September 2020, MBCP became Central Coast Community Energy (3CE). 3CE will provide 100% carbon-free electricity to utility customers within the city by 2030.

The City recently adopted the Clean Energy Choice Program for New Buildings, which encourages clean, efficient, and cost-effective all-electric new buildings through incentives and local amendments to the California Energy Code. When paired with cost-comparable modern electric appliances and carbon-free electricity from CCCE, all-electric new buildings are operationally greenhouse gas (GHG) emissions free, cost effective, and help achieve the community's climate action goals. Unlike other cities that are banning natural gas entirely, the proposed Clean Energy Choice Program encourages clean, efficient, and cost-effective all-electric new buildings through incentives, local amendments to the California Energy Code, and implementation of the Carbon Offset Program. New projects wishing to use natural gas will be required to build more efficient and higher performing buildings and offset natural gas use by performing retrofits on existing buildings or by paying an in-lieu fee that will be used for the same purpose.

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

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

The *City of San Luis Obispo Climate Action Plan for Community Recovery* also identifies strategies and policies to increase use of cleaner and renewable energy resources in order to achieve the City's GHG emissions reduction target. These strategies include promoting a wide range of renewable energy financing options, incentivizing renewable energy generation in new and existing developments, and increasing community awareness of renewable energy programs. The Climate Action Plan was updated in August 2020.

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

The project would result in an overall increase in consumption of energy resources associated with vehicle trips and electricity and natural gas usage by project occupants. The project would be designed in full compliance with the CBC and the City's adopted amendments (Title 15 of the Municipal Code), including applicable green building standards, ensuring a high standard for energy efficiency in building design, materials, light fixtures, and appliances. The project would rely on the local electricity service provider, 3CE, to supply project electricity needs. 3CE will provide 100% carbon-free electricity to the city by 2030. Compliance with existing building codes would ensure the project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources. Through use of 100% GHG-free electricity resources, project energy use would not result in a significant environmental impact; therefore, impacts would be *less than significant.*

b) The project would be designed in full compliance with the CBC and the City's adopted amendments (Title 15 of the Municipal Code), including applicable green building standards. The project would be consistent with energy goals and policies in the COSE associated with use of best available practices in energy conservation. The project would be consistent with other goals and policies set forth in the Climate Action Plan associated with renewable energy or energy efficiency, including the provision of compact, high-density housing. Therefore, the project would not result in a conflict with, or obstruction of, a state or local plan for renewable energy or energy efficiency, and impacts would be *less than significant.*

Mitigation Measures

No mitigation is required.

Conclusion

The project has been located and designed in full compliance with applicable energy efficiency standards and would not conflict with state or local plans for renewable energy or energy efficiency. No potentially significant impacts related to energy would occur, and no mitigation measures are necessary.

7. GEOLOGY AND SOILS

Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:					

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	2, 3, 23, 24	☐	☐	☒	☐
ii. Strong seismic ground shaking?	2, 3	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	2, 3, 24	☐	☐	☒	☐
iv. Landslides?	2, 3, 24	☐	☐	☒	☐
a) Result in substantial soil erosion or the loss of topsoil?	1, 2, 3	☐	☐	☒	☐
b) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	2, 3, 24	☐	☐	☒	☐
c) Be located on expansive soil, as defined in Table 1802.3.2 of the California Building Code (2013), creating substantial direct or indirect risks to life or property?	2, 3, 27	☐	☐	☒	☐
d) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	2, 3, 7, 22	☐	☐	☐	☒
e) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	2, 3, 18, 19	☐	☐	☒	☐

Evaluation

The *City of San Luis Obispo General Plan Safety Element* identifies active, potentially active, and inactive mapped and inferred faults with the potential to affect the city in the event of rupture. The Los Osos Fault, adjacent to the city of San Luis Obispo, is identified under the State of California Alquist-Priolo Fault Hazards Act and is classified as active. The West Huasna, Oceanic, and Edna Faults are considered potentially active and present a moderate fault rupture hazard to developments near them. The San Andreas Fault and the offshore Hosgri Fault, which present the most likely source of ground shaking for San Luis Obispo, have a high probability of producing a major earthquake within an average lifespan. The highest risk from ground shaking is found on deep soils that were deposited by water, are geologically recent, and have many pore spaces among the soil grains. These soils are typically found in valleys.

Faults capable of producing strong ground-shaking motion in San Luis Obispo include the Los Osos, Point San Luis, Black Mountain, Rinconada, Wilmar, Pecho, Hosgri, La Panza, and San Andreas Faults. Engineering standards and building codes set minimum design and construction methods for structures to resist seismic shaking. Based on the CDOC Fault Activity Map and the Safety Element Earthquake Faults – Local Area map, the project site is not located within or within the immediate vicinity of an active fault zone.

As discussed in the City's 2014 LUCE Update Environmental Impact Report (EIR), San Luis Obispo lies within the southern Coast Range Geomorphic Province. This province lies between the Central Valley of California and the Pacific Ocean and extends from Oregon to northern Santa Barbara County. The Coast Range province is structurally complex and comprised of sub-parallel northwest–southeast trending faults, folds, and mountain ranges.

Rock types in the San Luis Obispo area are mainly comprised of volcanic rock, metavolcanic rock, and a mixture of serpentinite and greywacke sandstone. These rocks are highly fractured and are part of the Mesozoic-aged Franciscan Formation. Intrusive and extrusive volcanic deposits of Tertiary-age and marine sedimentary deposits of the Miocene-aged Monterey Formation are also found in the area. The most distinctive geomorphological feature of the San Luis Obispo area is the series of Tertiary-aged

volcanic plugs (remnants of volcanoes), known as the Nine Sisters or the Morros, that extend from the city of San Luis Obispo northwesterly to the city of Morro Bay. Hollister Peak, Bishop Peak, Cerro San Luis Obispo, Islay Hill, and Morro Rock are all comprised of these volcanic plugs.

Seismic-Related Ground Failure

Settlement is defined as the condition in which a portion of the ground supporting part of a structure or facility lowers more than the rest or becomes softer, usually because ground shaking reduces the voids between soil particles, often with groundwater rising in the process. Liquefaction is the sudden loss of the soil's supporting strength due to groundwater filling and lubricating the spaces between soil particles as a result of ground shaking. Soils with high risk for liquefaction are typically sandy and in creek floodplains or close to lakes. In extreme cases of liquefaction, structures can tilt, break apart, or sink into the ground. The likelihood of liquefaction increases with the strength and duration of an earthquake. Based on the Ground Shaking and Landslide Hazards Map in the Safety Element, the project site is not located within an area of high liquefaction potential. The SER further determined the potential for seismic liquefaction of the soils at the project site to be low based on the consistency and relative density of onsite soils.

Slope Instability and Landsides

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

Subsidence

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

Soil-Limiting Factors

The project site is underlain by Los Osos loam (15–30 percent slopes) soil unit. This moderately deep, well-drained, moderately steep soil has slow permeability and rapid surface runoff. The hazard of water erosion is high, and this soil has high shrink-swell potential in the subsoil and is subject to slippage when wet. Foundations and footings should be designed to offset the moderately steep slopes, the high shrink-swell potential, and the low strength of the clay subsoil. These soil characteristics can require that the subgrade be removed and replaced with a more suitable material or that a high degree of compaction and moisture control be maintained. Septic absorption fields do not function properly because of the slope, slow subsoil permeability, and depth to bedrock.

a.i) The project site is located approximately 2 miles west from a potentially capable fault. San Luis Obispo is located in a seismically active region and has adopted building standards to protect structures and individuals. Future development of the proposed parcels would be designed to comply with the CBC (including Title 15 amendments) and other applicable guidelines. Therefore, the project would not have the potential to result in substantial adverse effects involving rupture of a known earthquake fault, and impacts would be *less than significant*.

a.ii-iii) San Luis Obispo is located in a seismically active region where there is always the potential for ground shaking. According to Section 1613 of the 2016 CBC, all structures and portions of structures are required to be designed to resist the effects of seismic loadings caused by earthquake ground motions. Future one- and two-story single-family residences developed on the soils would comply with the CBC and other applicable regulations for earthquake hazards. According to a Soils Engineering Report (SER) prepared for the project, the soils found at the project site have a low potential for liquefaction risk. Assuming that any and all future development of the project site implements the recommendations

from the SER, the potential to result in substantial adverse effects involving seismic ground shaking and ground-related failure would be *less than significant*.

a.iv) According to the City's Ground Shaking & Landslide Hazards Map, the project site is located in an area that has a moderate risk for landslides. The nearest area of high landslide potential is approximately 1,200 feet west of the project site, near the terminus of Luneta Drive. Slopes surrounding the project site are generally gradual in nature. Future developments would comply with the CBC, which requires, at a minimum, a soils report for new residential development, and other applicable regulations to reduce the potential for the project to result in substantial adverse effects involving landslides to *less than significant*.

b) Project development would result in the removal of mature trees, several of which are larger than 12 inches in diameter at standard height (DSH) and would, therefore, require a tree removal permit under the City's Tree Ordinance. The project would require surface grading and deeper cuts for foundation and utility installation. Grading permits are required for projects, excavations, or fills exceeding 50 cubic yards in volume and require implementation of standard BMPs to ensure substantial erosion, siltation, and/or sedimentation are avoided. The project's future development would also be required to comply with the Central Coast Regional Water Quality Control Board (RWQCB) requirements set forth in their Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast region. Physical improvement of the project site will be required to comply with the drainage requirements of the City's *Waterway Management Plan*. This plan was adopted for the purpose of ensuring water quality and proper drainage within the City's watershed. Therefore, compliance with existing regulation and BMPs would reduce potential impacts related to soil erosion and loss of topsoil to *less than significant.*

c) The SER prepared for the project site identified little or no potential for landslide, lateral spreading, subsidence, liquefaction, or collapse. Project construction would follow the recommendations of the SER and would be required to be designed in compliance with standard seismic design criteria established in the CBC to reduce risk associated with seismic-related ground failure. Construction would also be required to comply with CBC seismic requirements to address potential seismic-related ground failure. Therefore, potential impacts would be *less than significant*.

d) The SER prepared for the project determined that the soils at the project site are expansive with poor infiltration properties and are best characterized as Soil Group D. Soil Group D conditions consist of less than favorable for infiltration of stormwater and runoff due to low infiltration rates (high runoff potential), clays with high shrink-swell potential, and soils that are shallow over nearly impervious material. The volume changes that soils undergo in this cyclical pattern can stress and damage slabs and foundations. Review of 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 accordance with CBC Chapter 18. Any issues identified in the report will be addressed through standard site construction techniques, as required by the CBC, and/or through compliance with the recommendations of the SER. Typical precautionary measures would likely include premoistening the underlying soil in conjunction with placement of non-expansive material beneath slabs, and a deepened and more heavily reinforced foundation. In addition, the project would be required to be designed in compliance with standard seismic design criteria established in the CBC to reduce risk associated with ground failure, including from expansive soils. Therefore, based on compliance with existing regulations, impacts related to expansive soils would be *less than significant.*

e) The project would include a new connection to the City sewer system. No septic tanks or alternative wastewater treatment systems are proposed onsite. Therefore, *no impacts* would occur.

f) The project site is underlain by Franciscan Assemblage composed of a mélange of claystone, graywacke, and blocks of other Franciscan rocks of the Mesozoic era. The Franciscan Assemblage consists of various types of rocks that formed along the Pacific Oceanic and North American Plates; these rocks were subsequently deformed and metamorphosed during subduction of the Pacific Oceanic Plate. Various authors have reported the presence of marine invertebrates in the Franciscan Assemblage throughout California (e.g., Bailey et al. 1964); however, marine invertebrate fossil specimens are generally common, well developed, and well documented. They would generally not be considered a unique paleontological resource. Because of the nature of this rock assemblage (e.g., vertebrate fossils in the original parent material generally would have been destroyed during the subduction and metamorphosis process) and the general lack of previously recorded vertebrate fossil localities, this formation is considered to have a low paleontological sensitivity.

There are no known paleontological resources on the project site and there are no unique geologic features on the property. Grading and excavation is proposed for subdivision improvements (i.e. road improvements and utility trenching), and future residential foundations will likely remove expansive soils. Based on the low sensitivity of the underlying geologic unit and the lack of proposed activities that would result in significant cuts into bedrock, the project would not have the potential to result in impacts to a unique paleontological resource or unique geologic feature, and potential impacts would be *less than significant.*

Mitigation Measures

No mitigation is required.

Conclusion

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

8. GREENHOUSE GAS EMISSIONS

Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	11	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	10, 12, 21	☐	☐	☒	☐

Evaluation

GHGs are any gases that absorb infrared radiation in the atmosphere, and are different from the criteria pollutants discussed in Section 3, Air Quality, above. The primary GHGs that are emitted into the atmosphere as a result of human activities are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and fluorinated gases. In 2012, the City established a Climate Action Plan (CAP) that identified measures and implementation strategies in order to achieve the City's GHG reduction target of 1990 emission levels by 2020. The City's CAP was recently updated and outlines a plan for achieving carbon neutrality by 2035. The City's 2016 Community Wide GHG emissions inventory showed that 63% of the city's GHG emissions came from transportation, 13% came from commercial and industrial uses, 11% came from residential uses, and 13% from waste.

Statewide legislation, rules, and regulations have been adopted to reduce GHG emissions from significant sources. Senate Bill (SB) 32 and Executive Order (EO) S-3-05 extended the state's GHG reduction goals and required the CARB to regulate sources of GHGs to meet a state goal of reducing GHG emissions to 1990 levels by 2020, 40% below 1990 levels by 2030, and 80% below 1990 levels by 2050. Other statewide policies adopted to reduce GHG emissions include AB 32, SB 375, and SB 97, as well as the Clean Car Standards, Low Carbon Fuel Standard, Renewable Portfolio Standard, CBC, and California Solar Initiative.

The City recently updated its CAP. The plan establishes a community-wide goal of carbon neutrality by 2035, adopts sector specific goals, and provides foundational actions to establish a trajectory towards achieving those goals. Appendix C of the CAP Update includes thresholds and guidance for the preparation of GHG emissions analysis under CEQA for project within the City. To support progress toward the City's long-term aspirational carbon neutrality goal, plans and projects within the City that undergo CEQA review will need to demonstrate consistency with targets in the CAP, a Qualified GHG Emissions Reduction Plan, consistent with CEQA Guidelines Section 15183.5. According to the adopted SLOAPCD guidance if a project is consistent with a qualified GHG reduction strategy, such as the City's CAP, the project would not result in a significant impact.

In October of 2018, the City Council committed to joining Monterey Bay Community Power, now Central Coast Community Energy (3CE). 3CE is an existing community choice energy program that serves the counties of Santa Cruz, San Benito, and

Monterey and will provide 100 percent carbon free electricity to the city by 2030. Additionally, the City recently adopted the Clean Energy Choice Program for New Buildings, which encourages clean, efficient, and cost effective all-electric new buildings through incentives and local amendments to the California Energy Code. When paired with cost comparable modern electric appliances and carbon-free electricity from 3CE, all-electric new buildings are operationally greenhouse gas emissions-free, cost effective, and help achieve the community's climate action goals.

a), b) Construction-related activities that would generate GHG emissions include worker trips and hauling trips to and from the project site, as well as off-road construction equipment (e.g., dozers, loaders, excavators). Impacts related to GHG emissions occur on a global scale and are, therefore, cumulative in nature. Short-term construction-related emissions rarely result in a considerable contribution to GHG emissions. Operational-related activities that would generate GHG emission include residential trips, solid waste disposal, and energy consumption.

The project would be consistent with the goals and policies identified in the City's CAP. Future residential development would likely utilize GHG-free energy through participation in the C3E and with compliance with the City's Clean Energy Choice Program for New Buildings. Based on the City's Residential VMT Screening Map, the project is located in an area of the City that would result in average VMT less than or equal to 85% of the regional average, meaning a project in this area would result in reduced VMT. The project site is located within a 1-mile radius of five bus stops that would facilitate future residential transit use, and the project is within close walking or biking distance to nearby retail and services, including grocery stores, restaurants, and medical services. Therefore, the project would not generate substantial GHG emissions, either directly or indirectly, that would have a significant impact on the environment and would not conflict with or obstruct implementation of a plan or policy adopted for the purpose of reducing GHG emissions. Therefore, impacts would be *less than significant.*

Mitigation Measures

No mitigation is required.

Conclusion

The project would be located and designed to minimize GHG emissions and would not result in a conflict with an applicable plan or policy adopted for reducing GHG emissions. The project would be consistent with the City's CAP, a qualified GHG reduction strategy. No potentially significant impacts associated with GHG emissions have been identified, and no mitigation measures are necessary.

9. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	1	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	1	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	1, 2	☐	☐	☐	☒

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	30, 31	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	2, 41, 42	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	24	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	1, 2, 22, 24	☐	☐	☒	☐

Evaluation

The Hazardous Waste and Substances Site (Cortese) List is a planning document used by the state, local agencies, and developers to comply with CEQA requirements related to the disclosure of information about the location of hazardous materials release sites. California Government Code Section 65962.5 requires the California EPA (CalEPA) to develop at least annually an updated Cortese List. Various state and local government agencies are required to track and document hazardous material release information for the Cortese List. The California Department of Toxic Substance Control (DTSC) EnviroStor database tracks DTSC cleanup, permitting, enforcement, and investigation efforts at hazardous waste facilities and sites with known contamination, such as federal superfund sites, state response sites, voluntary cleanup sites, school cleanup sites, school investigation sites, and military evaluation sites. The State Water Resources Control Board (SWRCB) GeoTracker database contains records for sites that impact, or have the potential to impact, water in California, such as Leaking Underground Storage Tank (LUST) sites, Department of Defense sites, and Cleanup Program Sites. The remaining data regarding facilities or sites that meet the Cortese List requirements are included on the CalEPA website: https://calepa.ca.gov/sitecleanup/corteselist/.

a) The project does not propose the long-term transportation, use, or disposal of hazardous materials. Short-term construction materials may be transported during development of the proposed improvements to the property and during future development of one- and two-story single-family residences. Hazardous materials would be properly handled to according to federal and state regulations, including response and clean-up requirements for any minor spills. Therefore, potential impacts would be *less than significant*.

b) The long-term use of the project would be single-family residences that would not use hazardous materials other than commonly used hazardous substances within the project site (e.g., cleaners, solvents, oils, paints, etc.). Construction of the proposed project is anticipated to require use of limited quantities of hazardous substances, including gasoline, diesel fuel, hydraulic fluid, solvents, oils, paints, etc. Construction contractors would be required to comply with applicable federal and state environmental and workplace safety laws for the handling of hazardous materials, including response and clean-up requirements for any minor spills. Therefore, potential impacts would be *less than significant*.

c) The project site is located approximately 0.44 mile south of Pacheco Elementary School. Therefore, the project site would not emit or handle hazardous materials within 0.25 mile of an existing school and *no impact* would occur.

d) The project site is not located on the Cortese List and therefore *no impact* would occur.

e) The nearest airport is the San Luis Obispo County Regional Airport, located approximately 5 miles south of the project site. The project is not located within the boundaries of the airport land use plan and project development would not adversely impact airport operations. Similarly, airport operations would not result in a substantial safety hazard. Therefore, *no impact* would occur.

f) The City has identified goals regarding emergency response plans in the Safety Element. The proposed site improvements for future development includes the creation of fire safety measures, including a fire truck roundabout, improved access roads, and the installment of fire hydrants to comply with fire hazard regulations. Project development would not substantially alter traffic patterns, circulation, or emergency access. The fire hydrants, improved access roads, and fire truck roundabout would support future residential development, and potential impacts would be *less than significant*.

g) Cerro San Luis and the public open space area are located south and west of the project site and are characterized as a moderate to extreme fire hazard severity zone according to the City's Wildland Fire Hazards Map. The project site itself is classified as a low fire hazard severity zone. The nearest fire station is San Luis Obispo City Fire Station 2, located 0.5 mile away from the project site, and fire response time to the project site is 0–5 minutes. Although the project would facilitate development on the City's fringe, adjacent to open space wildland areas, the project would be infill development within an existing neighborhood and would not substantially increase wildfire risks. The project proposes the development of improvements for fire hazard safety that include widening of access roads, a 1,000-gallon-per-minute (GPM) at 20 pounds per square inch (PSI) fire hydrant, a fire truck roundabout, and the removal and trimming of trees to provide defensible space. The future development of residential structures would follow CBC and other design regulations for fire hazards. Therefore, people and/or structures would not be exposed to significant risk and the impact would be *less than significant*.

Mitigation Measures

No mitigation is required.

Conclusion

The project would not result in the routine transportation or storage of hazardous materials. The project is not located on a known hazardous waste site and is not within close proximity to a school or airport. Potential impacts related to hazards, including emergency access and wildfire, would be less than significant.

10. HYDROLOGY AND WATER QUALITY

Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	34, 40	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	36, 37, 38	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:					
i. Result in substantial erosion or siltation on or off site;	1, 34	☐	☐	☒	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	1, 34	☐	☐	☒	☐

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	1, 34	☐	☐	☒	☐
iv. Impede or redirect flood flows?	35	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	2, 35	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	34, 36, 38, 40	☐	☐	☒	☐

Evaluation

As discussed in the City's 2014 LUCE Update EIR, the project site is located within the San Luis Obispo Creek Hydrologic Subarea of the Estero Bay Hydrologic Unit, an area that corresponds to the coastal draining watersheds west of the Coastal Range. The Estero Bay Hydrologic Unit stretches roughly 80 miles between the Santa Maria River and the Monterey County line and includes numerous individual stream systems. Within the Estero Bay Hydrologic Unit, the San Luis Obispo Creek watershed drains approximately 84 square miles.

The city of San Luis Obispo is generally located within a low-lying valley centered on San Luis Obispo Creek. San Luis Obispo Creek is one of four major drainage features that create flood hazards in the city, with the others being Stenner Creek, Prefumo Creek, and Old Garden Creek. In addition, many minor waterways drain into these creeks, and these can also present flood hazards. Because of the high surrounding hills and mountains in the area, the drainage sheds of these creeks are relatively small, but the steep slopes and high gradient can lead to intense, fast-moving flood events in the city. There is an unnamed intermittent creek that flows approximately 120 feet west of the western property line and eventually to Old Garden Creek approximately 1,400 feet northeast of the project site. According the City's interactive Parcel Viewer, the creek has an open channel with a good riparian corridor.

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

The 100-year flood zone identifies areas that would be subject to inundation in a 100-year storm event, or a storm with a 1% chance of occurring in any given year. Based on the City's interactive Parcel Viewer, the project site is not located within a 100-year flood zone.

a) The project site does not directly support any waterbodies. There is an intermittent creek that is located approximately 120 feet west of the western property line that flows northeast to Old Garden Creek. Future development would be located at least 120 feet from the creek, exceeding the 35-foot creek setback standard. The project's future development would be required to comply with the Central Coast RWQCB requirements set forth in the Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region. Physical improvement of the project site would be required to comply with the drainage requirements of the City's Waterways Management Plan. This plan was adopted for the purpose of ensuring water quality and proper drainage within the City's watershed. Therefore, through compliance with existing regulations, impacts related to violation of water quality standards would be *less than significant.*

b) The project would be serviced by the City water system, which has four primary water sources, including the Whale Rock Reservoir, Salinas Reservoir, Nacimiento Reservoir, and recycled water (for irrigation), with groundwater serving as a fifth supplemental source. The City's diversification of water sources in the last several decades has allowed the City to maintain sufficient water supplies even following the driest years on record. The total water available for the City in the 2020 water year (October 1, 2019 to September 30, 2020) was 10,107 acre-feet per year (AFY), which

included 215 AFY of recycled water. As this availability was adjusted following years of drought and updates to the City's safe annual yield model, the availability is considered a reasonable long-term safe yield value for the purposes of this analysis. The City's water demand for 2020 was 4,730 AF. Therefore, the project would not deplete groundwater resources, and impacts would be *less than significant.*

c.i) Construction of the proposed project would result in an increase of impervious surfaces that would cause the timing and amount of surface water runoff to increase. Physical improvement of the project site would be required to comply with the drainage requirements of the City's Waterways Management Plan. This plan was 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. In addition, the project would be required to comply with the City's engineering standards, water pollution control plan requirements, Post-Construction Stormwater Requirements, and adopted building and grading codes for water quantity/quality analysis. Compliance with these requirements will ensure impacts are *less than significant.*

c.ii) The project site is not located within a flood zone. The project would not substantially increase the amount of impervious surface area or the rate and volume of surface runoff in a manner that could result in flooding on- or off-site. Based on the nature and size of the project, changes in surface hydrology would be negligible. Therefore, potential impacts related to increased surface runoff resulting in flooding would be *less than significant.*

c.iii) The project would not substantially increase the amount of impervious surface area or the rate and volume of surface runoff in a manner that could exceed the capacity of existing stormwater or drainage systems. Based on the nature and size of the project, changes in surface hydrology would be negligible. Therefore, potential impacts related to increased surface runoff exceeding stormwater capacity would be *less than significant.*

c.iv) The project site is not located within a 100-year flood zone. The project would be conditioned to comply with requirements for flood hazards, drainage, sedimentation, and erosion control for construction. Therefore, potential impacts would be *less than significant.*

d) The project site is not located within a flood hazard, tsunami, or seiche zone; therefore, *no impact* would occur.

e) The proposed project and any future development would be conditioned to comply with the COSE water quality and groundwater management standards (Section 10). Therefore, project impacts would be *less than significant.*

Mitigation Measures

No mitigation is required.

Conclusion

The proposed project would be subject to City requirements regarding water quality and stormwater runoff. Future residential structures would be required to comply with the water quality and conservation standards stated in the COSE. The project is not located within a 100-year flood hazard, tsunami, or seiche zone. Therefore, project impacts on hydrology and water quality would be less than significant.

11. LAND USE AND PLANNING

Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	41	☐	☐	☒	☐

a) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	4, 41	☐	☐	☒	☐

Evaluation

The project is zoned as R-1 (Low Density Residential) and located in the western portion of the city. The surrounding land uses include one- and two-story single-family residences to the north and east and Cerro San Luis and the public open space area to the south and west.

a) The proposed project is an infill project and would not have the potential to divide an established community on adjacent parcels or in the vicinity of the project site. The project is designed to be consistent with existing and developing/planned surrounding commercial infill development and would not physically divide an established community. Impacts would be *less than significant.*

b) The project site is located within the city of San Luis Obispo and follows the *City of San Luis Obispo General Plan*. The project is zoned as R-1 (Low Density Residential) and future plans would be consistent with the zoning and required to follow design regulations for the zoning requirement (City Ordinances 17.16 and 17.70). Future development plans would be consistent with the COSE, and therefore project impacts would be *less that significant.*

Mitigation Measures

No mitigation is required.

Conclusion

The proposed project would not divide an established community and would be consistent with applicable land use plans. Therefore, no mitigation is necessary, and impacts to land use and planning would be less than significant.

12. MINERAL RESOURCES

Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	4	☐	☐	☐	☒
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?	4	☐	☐	☐	☒

Evaluation

Mineral extraction is prohibited within city limits according to the COSE.

a-b) No known mineral resources are present within the project site and future extraction of mineral resources is very unlikely due to the urbanized nature of the area and current restrictions on resource extraction within city limits; therefore, *no impact* would occur.

Mitigation Measures

No mitigation is required.

Conclusion

According to the COSE, mineral extraction is prohibited within city limits. The project site is located within the city, and there would be no impact on mineral resources.

13. NOISE

Would the project result in:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	7, 42, 43	☐	☒	☐	☐
a) Generation of excessive groundborne vibration or groundborne noise levels?	44	☐	☐	☒	☐
b) For a project located within the vicinity of a private airstrip or an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	41	☐	☐	☐	☒

Evaluation

As analyzed in the City's 2014 LUCE Update EIR, a number of noise-sensitive land uses are present within the city, including various types of residential development, schools, hospitals and care facilities, parks and recreation areas, hotels and transient lodging, and places of worship and libraries. Based on ambient noise level measurements throughout the city, major sources of noise include traffic noise on major roadways, passing trains, and aircraft overflights.

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

The nearest noise sensitive receivers to the project site include existing single-family residences located adjacent to the site on the north, east, and south.

a) Land uses surrounding the project site include public open space and single-family residences. Following the proposed subdivision, potential future development of a single-family residence or other R-1 uses would result in construction noise that may result in a temporary increase in noise. The project site is located within 1,000 feet of multiple sensitive receptors, including single-family residential units to the north, east, and south of the project site, several of which are located within 50 feet of the anticipated future development site. Future development of a new single-family residence would likely include grading, site preparation, and construction activities that would require use of equipment that would generate noise levels of 80 to 85 dBA at 50 feet, which reflect the relative loudness as perceived by the human ear, as shown in Table 3 below.

Table 3. Construction Equipment Noise Emission Levels

Equipment Type	Typical Noise Level (dBA) 50 feet From Source
Backhoe	80
Compactor	80
Concrete Mixer	85
Concrete Pump	82
Dozer	85
Excavator	85
Heavy Truck	84
Paver	85
Scraper	85

Based on the equipment to be used and proximity to surrounding single-family residences, construction activities associated with future development of the site have the potential to exceed the construction noise limit of 75 dBA at single-family residences established in the City Municipal Code. Mitigation Measure N-1 has been identified to require that all construction equipment shall have the manufacturers' recommended noise abatement methods installed, such as mufflers, engine enclosures, and engine vibration insulators, intact and operational. In addition, all construction activities would be limited to daytime hours between 7:00 a.m. and 7:00 p.m. Monday through Saturday and would be prohibited on Sundays and federal and state holidays, in accordance with the City Municipal Code Noise Control standards.

Upon completion of construction activities, vehicle noise and other on-site residential noise generated from the new single-family residence would be consistent with the surrounding noise levels and would not result in a substantial increase in ambient noise levels. Therefore, upon implementation of measure N-1, impacts associated with generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance would be *less than significant with mitigation.*

b) Future development of the additional residential lots would require the use of heavy equipment that would generate groundborne noise and vibration, but these activities would be limited in duration and consistent with other standard construction activities and would not be substantial enough to be detected by occupants of surrounding land uses. The development of a single-family residence would not require pile driving or other high impact activities that would generate substantial groundborne noise or groundborne vibration during construction. Therefore, potential impacts would be *less than significant.*

c) The project site is not located within the vicinity of a private airstrip or an airport land use plan; therefore, *no impact* would occur.

Mitigation Measures

N-1 **Construction Noise BMPs.** Prior to issuance of grading permits for any future development on the project site, the applicant shall ensure that all construction equipment shall have the manufacturers' recommended noise abatement methods installed, such as mufflers, engine enclosures, and engine vibration insulators, intact and operational, and all construction equipment shall undergo inspection at periodic intervals to ensure proper maintenance and presence of noise-control devices (e.g., mufflers, shrouding, etc.).

Conclusion

The project has the potential to periodically exceed City Municipal Code construction and operational noise standards for single-family residential uses. With implementation of the mitigation measure identified above, potential impacts associated with

temporary exceedances of local established standards would be less than significant. No other potentially significant impacts associated with noise were identified, and no additional mitigation measures are necessary.

14. POPULATION AND HOUSING

Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	45	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	1	☐	☐	☐	☒

Evaluation

The city of San Luis Obispo is the largest city in terms of population in San Luis Obispo County and has grown from 45,119 in 2010 to approximately 46,802 in 2019, according to the *City of San Luis Obispo General Plan Annual Report 2019*. The City's housing tenure is approximately 39% owner-occupied and 61% renter-occupied, which is strongly influenced by California Polytechnic State University, San Luis Obispo (Cal Poly) and Cuesta College enrollment. Many segments of the City's population have difficulty finding affordable housing within the city due to their economic, physical, or sociological circumstances. San Luis Obispo contains the largest concentration of jobs in the county and, during workdays, the city's population increases to an estimated 70,000 persons.

The *City of San Luis Obispo General Plan Housing Element* identifies various goals, policies, and programs based on an assessment of the housing needs, opportunities, and constraints. The City's overarching goals for housing include ensuring safety and affordability, conserving existing housing, accommodating for mixed-income neighborhoods, providing housing variety and tenure, planning for new housing, maintaining neighborhood quality, providing special needs housing, encouraging sustainable housing and neighborhood design, maximizing affordable housing opportunities for those who live or work in the city, and developing housing on suitable sites. The project site is zoned as R-1 (Low Density Residential).

a) The project proposes a subdivision of one existing parcel into three different parcels, which would have the potential to support up to three new residential units on each (i.e., primary, ADU, and JADU). Proposed parcel improvements would not create structures that would cause population growth. However, future development may support up to nine new residential units. The proposed construction is consistent with the General Plan zoning, would improve the City's jobs-housing balance, and would not create substantial unplanned population growth. Therefore, impacts to significant population growth would be considered *less than significant*.

b) The project does not propose the demolition or displacement of any residential structures; therefore, the project would not displace substantial numbers of existing people or housing, and *no impact* would occur.

Mitigation Measures

No mitigation is required.

Conclusion

The proposed parcel improvements and future development would not substantially increase population growth in the area nor would it displace substantial numbers of people or existing housing. Future residential development would be consistent with City zoning, and potential impacts to population and housing would be less than significant.

15. PUBLIC SERVICES

Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
Fire protection?	2, 46, 47	☐	☐	☒	☐
Police protection?	2, 46, 47	☐	☐	☒	☐
Schools?	2, 46, 47	☐	☐	☒	☐
Parks?	2, 46, 47	☐	☐	☒	☐
Other public facilities?	2, 46, 47	☐	☐	☒	☐

Evaluation

The project is located in the western portion of the city, 1.5 miles from the city's downtown. The City of San Luis Obispo Police Department (SLOPD) provides public safety services for the city and is comprised of 85.5 employees, 59 of which are sworn police officers. The SLOPD operates out of one main police station, which is located at 1042 Walnut Street at the intersection of Santa Rosa (Highway 1) and US 101. The City of San Luis Obispo Fire Department (SLOFD) provides emergency response services for the city, including fire and medical, and is comprised of 57 full time employees. The SLOFD operates out of four fire stations in the city, with the nearest station to the project located at Fire Station #2, 126 North Chorro Street, near the intersection with Foothill Boulevard. The project site is located within the San Luis Coastal Unified School District (SLCUSD) and public parks and recreation trails within the city are managed and maintained by the City Department of Parks and Recreation.

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

a) **Fire protection:** The project is located within a moderate fire severity zone and is under local fire jurisdiction. Fire response times to the project site are 0–5 minutes and the nearest fire station is San Luis Obispo City Fire Station 2, located 0.5 mile away. The project would not result in a substantial increase in the number of units or population in the city and would not result in the need for construction of new or expanded fire protection facilities. In addition, the project would be subject to development fees for fire protection, which would offset the project's contribution to increased demand on fire protection services. Project site improvements would include improvements to access roadways, the installation of a new 1,000-GPM at 20-PSI fire hydrant, a fire truck turnaround, and vegetation trimming/removal that would accommodate emergency fire services, and potential impacts would be *less than significant.*

Police protection: The SLOPD is located 1.1 miles south of the project site. The project proposes uses generally consistent with the surrounding area, and the proposed level of development would be similar to surrounding residential development. The project proposes limited residential infill development and would not result in a substantial increase in demand on police protection services. The project would result in a negligible increase in residents within the city and would be consistent with the projected population growth for the city. The project would not result in a substantial increase in the number of units or population in the city and would not result in the need for construction of new or

expanded police protection facilities. The project would be required to pay developer impact fees established to address direct demand for new facilities associated with new development. Therefore, the project impacts on police protection would be *less than significant.*

Schools: The project site is located within the SLCUSD and would be subject to payment of SLCUSD developer fees to offset the potential marginal increase in student attendance in the district's schools as a result of the project. These fees would be directed towards maintaining sufficient service levels, which include incremental increases in school capacities. The nearest school is Pacheco Elementary School located less than 1 mile north of the project site. Laguna Middle School is located 2.5 miles away and San Luis Obispo High School is located 1.8 miles away. Local schools have the capacity to support additional students that may cumulate from future residential development plans. Therefore, the project impacts on schools would be *less than significant.*

Parks: The Cerro San Luis Serrano Heights Trailhead is less than 200 feet south of the project site, and public open space is west of the project site. Throop Park is 0.4 mile north and Santa Rosa Park is 0.8 mile east of the project site. Future development plans for the project site have the potential to facilitate population growth and slightly increase demand on local parks. The General Plan outlines the importance of public recreation. The project does not currently propose the development of public parks; however, future population growth induced by future residential development would be supported by current facilities. The project would be subject to required developer impact fees established to address direct demand for new facilities associated with new development. Therefore, project impacts on parks would be *less than significant*.

Other public facilities: The project would not induce substantial population growth and would result in a negligible effect on use of other public facilities, such as roadways and public libraries. The project would be subject to the City's standard development fees, which would offset the project's marginal contribution to increased use of City facilities. Therefore, potential project impacts on public facilities would be *less than significant.*

Mitigation Measures

No mitigation is required.

Conclusion

The project site has the potential to induce future population growth of a maximum of nine residential units. There would not be substantial population growth and City development fees would offset the increased demand on any necessary public services. Therefore, project impacts on public services would be less than significant.

16. RECREATION

Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	47, 48	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	47	☐	☐	☐	☒

Evaluation

Existing City recreational facilities consist of 28 parks and recreational facilities, 10 designated natural resources and open space areas, and two bike trails. The *City of San Luis Obispo General Plan Parks and Recreation Element* identifies goals, policies,

and programs to help plan, develop, and maintain community parks and recreation facilities. The City's statement of overall department goals is for the City Parks and Recreation facilities and programs to enable all citizens to participate in fun, healthful, or enriching activities that enhance the quality of life in the community.

As demand for recreation facilities and activities grow and change, the City intends to focus its efforts in the following areas: continuing development of athletic fields and support facilities, providing parks in underserved neighborhoods, providing a multi-use community center and therapy pool, expanding paths and trails for recreational use, linking recreation facilities, and meeting the special needs of disabled persons, at-risk youth, and senior citizens. Parks and Recreation Element Policy 3.13.1 establishes the City's goal to develop and maintain a park system at the rate of 10 acres of parkland per 1,000 residents, 5 acres of which shall be dedicated as neighborhood parks.

a) The Cerro San Luis Serrano Heights Trailhead is less than 200 feet south from the project site, and public open space is west of the project site. Throop Park is 0.4 mile north and Santa Rosa Park is 0.8 mile east of the project site. Future plans for the project site have the potential to facilitate population growth and slightly increase demand on local parks. As discussed above, the project would be subject to required developer impact fees established to address direct demand for new facilities associated with new development. Therefore, project impacts on parks would be *less than significant*.

b) The project does not propose the development of recreational facilities, and possible future development includes up to nine residential units, which would not require the construction or expansion of existing recreational facilities. Therefore, *no impact* would occur.

Mitigation Measures

No mitigation is required.

Conclusion

The project site has the potential to induce future population growth of a maximum of nine residential units. There would not be substantial population growth and City development fees would offset the increased demand on any necessary recreational facilities. Therefore, project impacts on recreation would be less than significant.

17. TRANSPORTATION

Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	1, 14, 20, 49	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	1, 57, 58	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	1	☐	☐	☒	☐
d) Result in inadequate emergency access?	1	☐	☐	☒	☐

Evaluation

The *City of San Luis Obispo General Plan Circulation Element* identifies current traffic levels and delays on public roadways, as well as transportation goals and policies to guide development and express the community's preferences for current and future conditions. Goals included in the plan include, but are not limited to, maintaining accessibility and protecting the environment throughout San Luis Obispo while reducing dependence on single-occupant use of motor vehicles; reducing use of cars by

supporting and promoting alternatives such as walking, riding buses and bicycles, and carpooling; promoting the safe operation of all modes of transportation; and widening and extending streets only when there is a demonstrated need and when the projects would cause no significant, long-term environmental problems.

On February 2, 2021, the San Luis Obispo City Council adopted the City's first *Active Transportation Plan*, a comprehensive collection of policies, programs and infrastructure recommendations that aim to increase the number of people bicycling and walking. By improving sustainable transportation such as walking and bicycling, the City can reduce vehicle use and related greenhouse gas emissions. This in turn will place the City on a stronger path to meeting its goal of achieving climate neutrality by 2035.

State Senate Bill 743, codified in Public Resources Code section 21099, required changes to the CEQA Guidelines regarding the analysis of transportation impacts. Pursuant to Section 21099, the criteria for determining the significance of transportation impacts must "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." (Id., subd. (b)(1); see generally, adopted CEQA Guidelines, §15064.3, subd. (b) [Criteria for Analyzing Transportation Impacts].) To that end, in developing the criteria, Office of Planning and Research (OPR) has proposed, and the California Natural Resources Agency (Agency) has certified and adopted, changes to the CEQA Guidelines that identify vehicle miles traveled (VMT) as the most appropriate metric to evaluate a project's transportation impacts. The OPR Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018) recommends screening criteria to identify types, characteristics, or locations of projects that would not result in significant impacts to VMT. Of land use projects, residential, office, and retail projects tend to have the greatest influence on VMT. For that reason, OPR recommends quantified thresholds for these land uses for purposes of analysis and mitigation. Lead agencies, using more location-specific information, may develop their own more specific thresholds, which may include other land use types. In June 2020, the San Luis Obispo City Council adopted local VMT thresholds to be applied in analyzing transportation impacts of land use and transportation projects under CEQA.

SLO Transit operates transit service within the city of San Luis Obispo and San Luis Obispo Regional Transit Authority (SLORTA) operates transit service throughout San Luis Obispo County and adjacent areas. The project site is located off Serrano Heights Drive and can be accessed from Serrano Drive to the northeast. The project site is approximately 0.3 mile west of Broad Street between Foothill Boulevard and Lincoln Street. The nearest bus stop is located 0.4 mile away at Ramona Drive and Palomar Avenue, and five other bus stops are located within a 1-mile radius.

a) Serrano Heights Drive and Serrano Drive are characterized as local residential streets and would support a maximum of 1,500 average daily trips (ADT) under an acceptable LOS. Serrano Heights Drive contains a trailhead to Cerro San Luis, which may attract additional vehicle trips to Serrano Heights Drive. Otherwise, vehicular trips are generated by residents, and the potential future residential development would not create a significant increase in traffic to local residential streets. The project would be required to improve Serrano Heights Drive, beginning near the property's northern boundary and extending to Existing Parcel 1. Additionally, a fire truck turnaround would be installed on Proposed Parcel 2 to aid in emergency response access.

   Broad Street between Foothill Boulevard and Lincoln Street is characterized as LOS C according to the Circulation Element. Project development has the potential to create a short-term increase in the number of daily trips to and from the project site during construction. The parcel subdivision would support up to nine new residential units and would create daily trips to and from the properties. The daily trips would not result in a significant increase and could be supported by existing infrastructure. The project site is in close proximity to several bus stops, and the project area promotes walking, biking, and other carbon-cutting means of transportation for future residents to engage in, including close proximity of retail and services. Therefore, project impacts would be *less than significant*.

b) The 2018 OPR SB 743 Technical Advisory on Evaluating Transportation Impacts in CEQA states that absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact. According to the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, a single-family residential unit generates 9.44 ADT. Therefore, future potential development of the project would be expected to generate fewer than 110 trips per day. The City Multimodal Transportation Impact Study Guidelines, Screening Criteria for Land Use Projects Exempt from VMT Analysis states: *Where proposed projects that generate < 100 peak hour trips are located within*

areas of the map with existing VMT at least 10% below adopted thresholds, and are generally similar to existing uses within that area (i.e. density, mix of uses, access to multimodal transportation), these projects can be assumed to cause a less than significant transportation impacts. The proposed project would generate less than 100 peak hour trips and is located in an area of the city with existing VMT 15% below adopted thresholds (Appendix A Residential VMT Screening Map), therefore, impacts would be *less than significant.*

c) The project proposes the development of improvements that include a 20-foot-wide access road along the southern portion of the project site and 12-foot access driveways to Proposed Parcels 2 and 3 to allow for safe access into the project site. The implementation of the accesses would not contain any hazardous geometric design features and there are no hazardous geometric design features located near the project site. A fire truck turnaround is proposed for Proposed Parcel 2 for compliance with safety guidelines. These potential improvements would be designed and constructed in compliance with City Department of Public Works standards to provide adequate vehicle and emergency vehicle access to all proposed parcels. The project would not substantially increase hazards due to a geometric design feature or incompatible uses or result in inadequate emergency access. Therefore, project impacts would be *less than significant*.

d) As mentioned above, the project proposes the implementation of a fire truck turnaround for adequate emergency service. The fire truck turnaround is proposed as an improvement to Proposed Parcel 2 as part of the parcel subdivision and would be completed prior to any potential residential development. Therefore, there would be adequate access and space for emergency services and project impacts would be *less than significant*.

Mitigation Measures

No mitigation is required.

Conclusion

Potential future infill development of residential uses at the project site would not result in a reduction in LOS on surrounding intersections and would be consistent with State CEQA Guidelines Section 15064.3(b) regarding VMT. Any future development at the project site would be required to meet City Department of Public Works safety design standards and would maintain adequate emergency access. Therefore, no potentially significant impacts related to transportation would occur, and no mitigation measures are necessary.

18. TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	16, 17, 18	☐	☒	☐	☐
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.	16, 17, 18	☐	☒	☐	☐

Evaluation

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

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

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

a-b.) The City has provided notice of the opportunity to consult with appropriate tribes per the requirements of AB 52. A representative from the Salinan tribe requested that all ground disturbing activities for the project be monitored by a cultural resource specialist from the Salinan tribe. **Mitigation Measure TR-1** has been identified to address the potential for impacts to previously unidentified tribal cultural resources.

Mitigation Measures **CR-1** through **CR-2** have been identified to address the potential for inadvertent discovery of cultural resources and require cultural resource awareness training and cessation of work area if a discovery is made until a qualified archaeologist can assess the significance of the find. Therefore, impacts related to a substantial adverse change in the significance of tribal cultural resource would be *less than significant with mitigation*.

Mitigation Measures

Implement Mitigation Measures CR-1 through CR-2.

TR-1 **Culturally Affiliated Native American Monitor.** A representative from the Salinan Tribe shall be notified prior to any ground disturbing activities to provide for on-site monitoring. If cultural resources are encountered during subsurface earthwork activities, all ground disturbing activities shall cease and the City Community Development Director shall be notified immediately consistent with the requirements of **Mitigation Measures CR-1 and CR-2**.

Conclusion

With implementation of the mitigation measures identified above, impacts to tribal cultural resources would be less than significant.

19. UTILITIES AND SERVICE SYSTEMS

Would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	1	☐	☒	☐	☐
a) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	50	☐	☐	☒	☐
b) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	47	☐	☐	☒	☐
c) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	52	☐	☐	☒	☐
d) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	52	☐	☐	☒	☐

Evaluation

The City Utilities Department is the sole water provider within the city, provides potable and recycled water to the community, and is responsible for water supply, treatment, distribution, and resource planning. The City's Water Resource Recovery Facility (WRRF) treats all wastewater from the city, Cal Poly, and the County airport, which includes approximately 4 million gallons of wastewater per day. The WRRF manages and treats wastewater in accordance with standards established by the SWRCB to remove solids, reduce the amount of nutrients, and eliminate bacteria in treated wastewater. A portion of the treated water is recycled for irrigation use within the city and the remaining flow is discharged to San Luis Obispo Creek.

The City utilizes San Luis Garbage as a licensed waste hauler for residential and commercial solid waste removal. Solid waste collected from the city is taken to Cold Canyon Landfill, which is a modern municipal solid waste disposal facility that is permitted by CalRecycle and meets state and local rules and regulations. The landfill disposes of non-hazardous solid waste.

a) The project proposes the development of utility improvements that include a 613-cubic-foot underground stormwater chamber system and catch basin connected with an underground storm drain line and new water meter to Proposed Parcel 1, new gas sewer and water lines to Proposed Parcel 1, and two new water meters to serve Proposed Parcels 2 and 3. The project is not within the City's Recycled Water Master Plan Area and therefore recycled water is not available for irrigation use. These new utility components would have the potential to result in noise and dust emissions in proximity to sensitive receptor locations, such as single-family residences. There would also be the potential for discovery of subsurface cultural resources during proposed utility work. Mitigation Measures **AQ-1** through **AQ-4**, **CR--1** through **CR-2**, **TCR-1**, and **N-1** would reduce potentially significant environmental impacts resulting from installation and establishment of new utility connections associated with air quality, cultural resources, and noise, respectively, to less than significant. Therefore, potential environmental impacts associated with construction or extension of existing utilities would be *less than significant with mitigation.*

b) The project would be serviced by the City water system, which has four primary water sources, including the Whale Rock Reservoir, Salinas Reservoir, Nacimiento Reservoir, and recycled water (for irrigation), with groundwater serving as a fifth supplemental source. The project is not within the City's Recycled Water Master Plan Area and therefore recycled water is not available for irrigation use.

Based on the City Utilities Department website, the City's diversification of water sources in the last several decades has allowed the City to maintain sufficient water supplies even following the driest years on record. The total water available for the City in the 2020 water year (October 1, 2019 to September 30, 2020) was 10,107 acre-feet per year (AFY), which included 215 AFY of recycled water. As this availability was adjusted following years of drought and updates to the City's safe annual yield model, the availability is considered a reasonable long-term safe yield value for the purposes of this analysis. The City's water demand for 2020 was 4,730 AF.

The project would be required to pay development impact fees to offset the project's marginal impact on the City's water resources. Future residential development will be conditioned to comply with City standards, and potential impacts would be *less than significant.*

c) The City treats approximately 4 million gallons of wastewater per day according to standards set forth by the SWRCB. The addition of up to nine new residential units that the proposed project would facilitate would be supported by the City's wastewater treatment system. The project would result in an incremental increase in wastewater demand on the City's WRRF. Impact fees are collected at the time building permits are issued to accommodate the project's contribution to the City's WRRF capacity. Future residential development will be conditioned to comply with City standards. Therefore, potential impacts would be *less than significant.*

d) Future residential development would include provision of solid waste and recycling receptacles that would be serviced by San Luis Garbage and brought to Cold Canyon Landfill, which has approximately 13,100,000 cubic yards of remaining capacity as of February 2020 and is expected to reach capacity in 2040. Therefore, potential impacts would be *less than significant*.

e) Solid waste is disposed of at Cold Canyon Landfill, which follows state and local rules and regulations regarding solid waste. The potential future residential development would be required to adhere to the standards set forth in the City's Development Standards for Solid Waste Services for trash, green waste, and recycling. Therefore, the impacts would be *less than significant*.

Mitigation Measures

Implement Mitigation Measures **AQ-1** through **AQ-4**, **CR-1** through **CR-2**, **TCR-1**, and **N-1**.

Conclusion

With implementation of mitigation measures identified above, potential impacts to utilities and service systems would be less than significant.

20. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	53, 54, 55	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	1, 53, 54, 55, 56	☐	☒	☐	☐

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	1, 7, 54, 55, 56	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	1, 22, 53, 54, 55, 56	☐	☐	☒	☐

Evaluation

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

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

a) The project proposes infill development within an existing residential neighborhood. Implementation of the proposed project would not result in a significant temporary or permanent impact on any adopted emergency response plans or emergency evacuation plans. No breaks in utility service or road closures would occur as a result of project implementation; therefore, the project would not substantially impair an adopted emergency response plan or evacuation plan and impacts would be *less than significant*.

b) The Safety Element describes Cerro San Luis as an extreme fire hazard severity zone and the surrounding open space as a moderate fire hazard severity zone. The project site itself is in a low fire hazard severity zone but is adjacent to these zones. Fire response times are 0–5 minutes for this project location. The General Plan states that development shall only be approved when adequate fire suppression services and facilities are available or will be made concurrent with development. The project proposes the development of improvements for fire safety elements, including widening of access roads, the implementation of a 1,000-GPM at 20-PSI fire hydrant, a fire truck turnaround, and the removal and trimming of trees and vegetation in the area. Proposed improvements would allow emergency fire access to the project site for future residential development.

San Luis Obispo has an average wind speed of approximately 7 mph. The project site is located on land that is characterized as moderately sloping. Parcel improvements propose to remove multiple trees and vegetation from the project site that would reduce wildfire hazard. Residential structures built on the parcels would be conditioned to comply with building and fire code regulations.

In order to manage wildfire risk associated with placing residents in close proximity to moderate and high fire hazard severity areas, a Vegetation/Fuel Management Plan is required in order to reduce the fuel load near residential structures. Therefore, with implementation of **Mitigation Measure WF-1**, impacts would be considered *less than significant with mitigation.*

c) The proposed improvements to the project site include the widening of access roads, the implementation of a 1,000-GPM at 20-PSI fire hydrant, a fire truck turnaround, and the cutting of trees and vegetation for emergency fire access to future residential developments. Future residential developments would also be required to comply with CBC regulations for fire safety to reduce fire risk. Therefore, impacts would be *less than significant*.

d) The project area is not located within an area with substantial risk for flooding or landslides. Improvements made to the project site for the proposed subdivision and future development of residential structures will be required to comply

with CBC regulations for fire safety and slope stability. The project does not include any design elements that would expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, impacts would be *less than significant*.

Mitigation Measures

WF-1 Vegetation/Fuel Management Plan. Prior to issuance of any construction permit, the applicant shall provide a vegetation/fuel management plan prepared by a registered professional forester or certified arborist for each lot. The plan shall identify fuel load reduction techniques, including vegetation removal and trimming, to increase defensible space around residential structures and driveways/access roads. The plan shall also identify appropriate standards for installation of new landscaping, such as requirements for drought-tolerant and fire-resistant species.

Conclusion

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

21. MANDATORY FINDINGS OF SIGNIFICANCE

	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	N/A	☐	☒	☐	☐

The project would allow for the future development of up to nine new residential units within the project site and would result in the removal of up to five trees. Mitigation Measure **BIO-1** is included to minimize potential impacts to nesting migratory birds during tree removal and construction. Mitigation Measures **CR-1** through **CR-2** have been included to require awareness training be conducted for all construction crew members so that cultural resources can be recognized if unearthed during site disturbance activities and to require work be halted in the event of an unanticipated discovery until a qualified archaeologist can assess the significance of the find and identify the appropriate protocol for properly responding to the inadvertent discovery. Furthermore, a Native American monitor would be present during ground disturbance (**TCR-1**). With implementation of the recommended mitigation measures, potential impacts would be *less than significant with mitigation*.

	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	N/A	☐	☒	☐	☒

When project impacts are considered along with, or in combination with, other reasonably foreseeable impacts, the project's potential cumulative impacts may be significant. Mitigation measures have been incorporated into the project to reduce project-related impacts to a less-than-significant level. Based on implementation of identified project-specific mitigation measures and

the relatively limited number and extent of potential impacts, the cumulative effects of the proposed project would not be cumulatively considerable and would be *less than significant with mitigation*.

	Sources	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	N/A	☐	☒	☐	☐

The project has the potential to result in significant impacts associated with air quality and noise that could result in substantial adverse effects on human beings. Mitigation Measures **AQ-1** through **AQ-4** and **N-1** have been identified to reduce these potential impacts to less than significant, including, but not limited to, standard idling restrictions, dust control measures, preparation of a geologic investigation for asbestos, and implementation of noise control measures. With implementation of the mitigation measures identified in this Initial Study, potential environmental effects of the project would not directly or indirectly result in any substantial adverse effects on human beings, and this impact would be *less than significant with mitigation*.

22. 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

23. SOURCE REFERENCES

1.	Project Plans, Parcel Map, February 2020
2.	City of San Luis Obispo Interactive Parcel Viewer, January 2015
3.	GeoSolutions Inc., Soils Engineering Report for 163 Serrano Heights Drive, November 2018.
4.	City of San Luis Obispo Conservation & Open Space Element (COSE), 2006.
5.	Caltrans, California Scenic Highways, February 2017
6.	City of San Luis Obispo Community Design Guidelines, June 2010
7.	City of San Luis Obispo Municipal Code, May 2019
8.	California Department of Conservation Farmland Mapping and Monitoring Program, 2018
9.	California Department of Conservation Land Conservation Act of 1965: San Luis Obispo County, 2006
10	San Luis Obispo Air Pollution Control District, County Attainment Status, 2019
11	San Luis Obispo County Air Pollution Control District CEQA Air Quality Handbook, April 2012 (revised November 2017)
12	San Luis Obispo County Air Pollution Control District Clean Air Plan, December 2001
13	San Luis Obispo County Air Pollution Control Board Naturally Occurring Asbestos Mapping Tool, 2020
14	City of San Luis Obispo Bicycle Transportation Plan, 2013
15	San Luis Obispo Heritage Trees Map, 2019
16	U.S. Fish and Wildlife Service National Wetlands Inventory Map, 2019
17	California Department of Fish and Wildlife, California Natural Community Conservation Plans Map 2019
18	Historic Properties in San Luis Obispo, California (A SLO Story Map), accessed August 2020
19	San Luis Obispo Historic Preservation Program Guidelines 2010
20	San Luis Obispo Transit 2019-20120 User Guide, June 17, 2019
21	City of San Luis Obispo Climate Action Plan, August 2020
22	California Building Code, 2019
23	California Department of Conservation Fault Activity Map of California, 2010
24	City of San Luis Obispo Safety Element, 2014

25	Areas of Land Subsidence in California, USGS, Accessed March 10, 2020
26	NRCS Web Soil Survey, 2019
27	Department of Conservation, Soil Web Survey 2020
28	Geologic Map of the San Luis Obispo Quadrangle, San Luis Obispo County, California, 2004
29	California Department of Toxic Substances Control, Envirostor Accessed August 2020
30	State Water Resources Control Board, Geotracker Accessed August 2020
31	California Environmental Protection Agency, Cortese List Data Resources Accessed August 2020
32	San Luis Obispo 2016 Community Greenhouse Gas Emissions Inventory Update 2019
33	SLO Watershed Project, San Luis Obispo Creek Description, 2014
34	SLO Stormwater Website 2020
35	Federal Emergency Management Agency's National Flood Hazard Layer (NFHL) Viewer, accessed August 2020
36	SGMA Groundwater Management, California Department of Water Resources Webpage, 2019
37	San Luis Obispo Valley Groundwater Basin, County of San Luis Obispo Webpage, 2019
38	Water Sources, City of San Luis Obispo Utilities Webpage, Accessed November 2019
39	Department of Conservation (DOC) Tsunami Inundation Map for Emergency Planning Port San Luis Quadrangle, 2009
40	Water Quality Control Plan for the Central Coast Basin, 2019
41	City of San Luis Obispo Land Use Element 2014
42	City of San Luis Obispo Noise Element, 1996
43	Construction Noise Handbook: Construction Equipment Noise Levels and Ranges, Federal Highway Administration, September 2017
44	Transportation and Construction-Induced Vibration Guidance Manual. California Department of Transportation (Caltrans). September 2013. Available at: <http://website.dot.ca.gov/env/noise/docs/tcvgm-sep2013.pdf>.
45	City of San Luis Obispo 2014-2019 General Plan Housing Element, January 2015
46	City of San Luis Obispo General Plan Annual Report, 2019
47	Community Development Department Development Impact Fees, 2018
48	City of San Luis Obispo General Plan Parks and Recreation Element, 2001
49	City of San Luis Obispo Circulation Element, October 2017
50	2020 Water Resources Status Report, January 2021
51	Estimated Solid Waste Generation Rates, California Department of Resources, Recycling, and Recovery (CalRecycle), accessed November 2019
52	SWIS Facility Detail Cold Canyon Landfill, Inc., California Department of Resources Recycling and Recovery, Accessed August, 2020
53	San Luis Obispo Local Hazard Mitigation Plan 2006
54	San Luis Obispo General Plan Safety Element 2014
55	California Department of Forestry and Fire Protection Fire Hazard Severity Zones Maps, San Luis Obispo County, March 2009
56	City of San Luis Obispo Municipal Code. 15.04. Construction and Fire Prevention Regulations. 2019
57	Governor's Office of Planning and Research, SB 743 Technical Advisory, April 2018
58	City of San Luis Obispo Multimodal Transportation Impact Study Guidelines, June 2020

Attachments

1. Project Location Map
2. Proposed Project Plans

REQUIRED MITIGATION AND MONITORING PROGRAMS

Air Quality

AQ-1 **Idling Control Techniques.** During all construction activities and use of diesel vehicles, the applicant shall implement the following idling control techniques:

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

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

AQ-2 **Particulate Matter Control Measures.** During all construction and ground-disturbing activities, the applicant shall implement the following particulate matter control measures and detail each measure on the project grading and building plans:

1. Reduce the amount of disturbed area where possible.
2. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the SLOAPCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Increased watering frequency would be required whenever wind speeds exceed 15 miles per hour (mph). Reclaimed (non-potable) water should be used whenever possible.
3. All dirt stockpile areas (if any) shall be sprayed daily and covered with tarps or other dust barriers as needed.
4. Permanent dust control measures identified in the approved project revegetation and landscape plans shall be implemented as soon as possible, following completion of any soil-disturbing activities.
5. Exposed grounds that are planned to be reworked at dates greater than 1 month after initial grading shall be sown with a fast germinating, non-invasive, grass seed and watered until vegetation is established.
6. All disturbed soil areas not subject to revegetation shall be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the SLOAPCD.
7. All roadways, driveways, sidewalks, etc. to be paved shall be completed as soon as possible. In addition, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

8. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site.
9. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or shall maintain at least 2 feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with California Vehicle Code (CVC) Section 23114.
10. "Track out" is defined as sand or soil that adheres to and/or agglomerates on the exterior surfaces of motor vehicles and/or equipment (including tires) that may then fall onto any highway or street as described in CVC Section 23113 and California Water Code (CWC) Section 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.
11. 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.
12. All PM_{10} mitigation measures required should be shown on grading and building plans.
13. The contractor or builder shall designate a person or persons whose responsibility is to ensure any fugitive dust emissions do not result in a nuisance and to enhance the implementation of the mitigation measures as necessary to minimize dust complaints and reduce visible emissions below the SLOAPCD'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 SLOAPCD Compliance Division prior to the start of any grading, earthwork, or demolition (Contact Tim Fuhs at 805-781-5912).

AQ-3 **Geologic Evaluation.** Prior to initiation of ground-disturbing activities, the applicant shall retain a registered geologist to conduct a geologic evaluation of the property, including sampling and testing for NOA in full compliance with SLOAPCD requirements and the CARB ATCM for Construction, Grading, Quarrying, and Surface Mining Operations (17 CCR 93105). This geologic evaluation shall be submitted to the City Community Development Department upon completion. If the geologic evaluation determines that the project would not have the potential to disturb NOA, the applicant must file an Asbestos ATCM exemption request with the SLOAPCD.

AQ-4 **Naturally Occurring Asbestos Control Measures.** If NOA are determined to be present on-site, proposed earthwork, demolition, and construction activities shall be conducted in full compliance with the various regulatory jurisdictions regarding NOA, including the CARB ATCM for Construction, Grading, Quarrying, and Surface Mining Operations (17 CCR 93105) and requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (NESHAP; 40 Code of Federal Regulations [CFR] Section 61, Subpart M – Asbestos). These requirements include, but are not limited to, the following:

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

Monitoring Program: These measures shall be incorporated onto Final Map and project grading / building plans for review and approval by the City Community Development Department. Compliance shall be verified by the City during regular inspections, in coordination with the SLOAPCD, as necessary.

Biological Resources

BIO-1 **Nesting Birds and Raptors.** Site preparation, ground disturbance, and construction activities including any tree trimming and vegetation removal shall be conducted outside of the migratory bird nesting season (February 15

through October 31). If such activities cannot be avoided during this period, a County-approved qualified biologist shall conduct a preconstruction nesting bird survey no sooner than 1–4 weeks prior to tree removal activities and shall verify whether migratory birds are nesting in the site. If nesting activity is detected, the following measures shall be implemented:

1. The project shall be modified via the use of protective buffers, delaying construction activities, or other methods designated by the qualified biologist to avoid direct take of identified nests, eggs, and/or young protected under the MBTA and/or California Fish and Game Code.
2. The qualified biologist shall monitor the nests within the vicinity of project-related disturbances and determine if construction activities are causing behavioral changes or affecting nesting activities. Monitoring results shall then be utilized to develop an appropriate buffer around the next site to minimize disturbance. Construction activities within the buffer zone shall be prohibited until the young have fledged the nest and achieved independence.
3. The qualified biologist shall document all active nests and submit a letter report to the County documenting project compliance with the MBTA, California Fish and Game Code, and applicable project mitigation measures within 14 days of survey completion.

BIO-2 **Roosting Bats.** Site preparation, ground disturbance, and construction activities including any tree trimming and/or vegetation removal shall be conducted outside of the typical bat maternity roosting and pupping season (February 1 to August 31), if feasible. If site disturbance activities are to occur within this season, the applicant shall retain a County-qualified biologist to conduct a preconstruction survey within 14 days prior to commencement of proposed site disturbance activities. If any roosting bats are found during preconstruction surveys, no work activities shall occur within 100 feet of active roosts until bats have left the roosts. The County-qualified biologist shall prepare a report after each survey and a copy of the report shall be provided to the County within 14 days of completion of each survey. If no bat roosting activities are detected within the proposed work area, site disturbance and noise-producing construction activities may proceed, and no further mitigation is required.

Monitoring Program: These conditions and measures shall be noted on Final Map and all grading and construction plans. The City Community Development Department and Natural Resources Manager shall verify compliance.

Cultural Resources

CR-1 **Discovery of Previously Unidentified Cultural Resources.** In the event that historical or archaeological remains are discovered during ground-disturbing activities associated with the project, an immediate halt work order shall be issued and the City Community Development Director shall be notified. A qualified archaeologist shall conduct an assessment of the resources and formulate proper mitigation measures, if necessary. After the find has been appropriately mitigated, work in the area may resume. These requirements shall be noted on the project's final map and all improvement/construction plans.

CR-2 **Discovery of Human Remains.** In the event that human remains are exposed during ground-disturbing activities associated with the project, an immediate halt work order shall be issued and the City Community Development Director shall be notified. State Health and Safety Code Section 7050.5 requires that no further disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner shall notify the Native American Heritage Commission (NAHC) within 24 hours. These requirements shall be noted on the project's final map and all improvement/construction plans.

Monitoring Program: These conditions shall be noted on Final Map and all grading and construction plans. The City Community Development Department shall verify compliance, including preparation and implementation of the Monitoring Plan, and review and approval of cultural resources monitoring reports documenting compliance with required mitigation measures.

Noise

N-1 **Construction Noise BMPs.** Prior to issuance of grading permits for any future development on the project site, the applicant shall ensure that all construction equipment shall have the manufacturers' recommended noise abatement methods installed, such as mufflers, engine enclosures, and engine vibration insulators, intact and operational, and all construction equipment shall undergo inspection at periodic intervals to ensure proper maintenance and presence of noise-control devices (e.g., mufflers, shrouding, etc.).

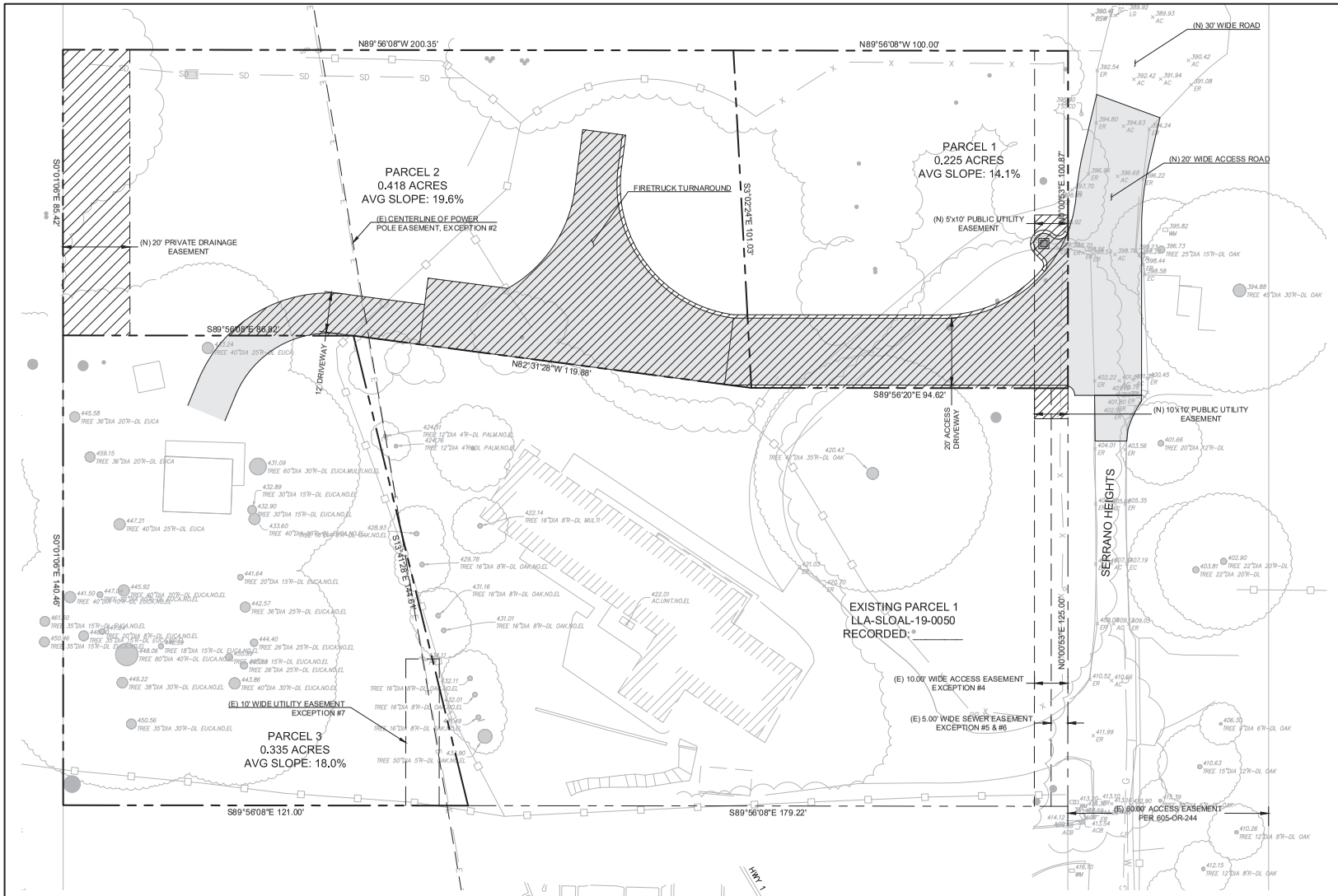
Monitoring Program: These measures shall be incorporated into Final Map and project grading and building plans for review and approval by the City Community Development Department. Compliance shall be verified by the City during regular inspections.

TR-1 **Culturally Affiliated Native American Monitor.** A representative from the Salinan Tribe shall be notified prior to any ground disturbing activities to provide for on-site monitoring. If cultural resources are encountered during subsurface earthwork activities, all ground disturbing activities shall cease and the City Community Development Director shall be notified immediately consistent with the requirements of **Mitigation Measures CR-1 and CR-2**.

Monitoring Program: This measure shall be incorporated into Final Map and noted on all grading and construction plans. The City Community Development Department shall verify compliance through initial and regular inspections.

WF-1 **Vegetation/Fuel Management Plan.** Prior to issuance of any construction permit, the applicant shall provide a vegetation/fuel management plan prepared by a registered professional forester or certified arborist for each lot. The plan shall identify fuel load reduction techniques, including vegetation removal and trimming, to increase defensible space around residential structures and driveways/access roads. The plan shall also identify appropriate standards for installation of new landscaping, such as requirements for drought-tolerant and fire-resistant species.

Monitoring Program: This measure shall be incorporated into Final Map and noted on all grading and construction plans. The City Community Development Department shall verify compliance through initial and regular inspections.



PROJECT TEAM:

OWNERS INFORMATION
JOHN ROURKE
163 SERRANO HEIGHTS DR.
SAN LUIS OBISPO, CA 93405
805.440.4973

PROJECT CIVIL ENGINEER & AGENT
ABOVE GRADE ENGINEERING
245 HIGUERA STREET
SAN LUIS OBISPO, CA 93401
805.540.1515

PREPARED BY:

SCOTT STOKES, PRESIDENT, PE 58256
ABOVE GRADE ENGINEERING
245 HIGUERA STREET
SAN LUIS OBISPO, CA 93401

SURVEY INFORMATION:

TOPOGRAPHIC SURVEY PERFORMED MARCH, 2018
BY MBS LAND SURVEYS

BASIS OF BEARINGS: THE BASIS OF BEARINGS FOR THIS SURVEY IS A GEODETIC NORTH BASED ON A GPS OBSERVATION FROM A 90d SET IN A DIRT FIELD DISTANT S 22° 12' 12" E 138.25 FEET FROM THE FOUND 1" IRON PIPE AT THE SOUTHEAST CORNER OF D3.

SUPPLEMENTAL SURVEY PERFORMED DECEMBER, 2018
BY ABOVE GRADE ENGINEERING, INC

BOUNDARY: THE EXTERIOR BOUNDARY SHOWN IS PER RECORD OF SURVEY 17-043.

PROJECT INFORMATION:

163 SERRANO HEIGHTS DR
SAN LUIS OBISPO, CA 93405

APN#: 052-061-034

EXISTING LOT SIZE: 1.56 ACRES
PROPOSED LOTS: SEE PLAN
ZONING: R-1

CITY BENCH MARK:

THE BENCH MARK FOR THIS PROJECT IS A FOUND CITY OF SAN LUIS OBISPO BENCH MARK NUMBER 166A. BEING A LEAD AND TACK IN TOP OF CURB AT THE BCR OF THE NORTHEASTERLY CURB OF PALOMAR AND SERRANO

ELEVATION = 274.26' NAVD 88

PROPERTY DESCRIPTION:

A PORTION OF THE SOUTHEAST 1 / 4 OF THE NORTHWEST 1 / 4 OF SECTION 27 OF TOWNSHIP 30 SOUTH, RANGE 12 EAST, IN THE CITY OF SAN LUIS OBISPO, COUNTY OF SAN LUIS OBISPO, CALIFORNIA.

SHEET INDEX:

PRELIMINARY TITLE REPORT:

EXCEPTIONS LISTED ARE PER THE TITLE REPORT PROVIDED BY FIRST AMERICAN TITLE COMPANY, ORDER NUMBER 4001-5826767, DATED NOVEMBER 19, 2018.

N

20 0 10 20 40
(IN FEET)
1 INCH = 20 FT.

APPROXIMATE EARTHWORK INFORMATION:

PARCEL 1: 30 CY CUT / 20 CY FILL
PARCEL 2: 20 CY CUT / 30 CY FILL
PARCEL 3: 25 CY CUT / 25 CY FILL

NOTE: THE EARTHWORK QUANTITIES SHOWN ARE FOR BONDING AND ESTIMATING PURPOSES ONLY AND ARE CALCULATED FROM APPROXIMATE SUBGRADE TO EXISTING SURFACE. THE QUANTITIES DO NOT TAKE CERTAIN FACTORS INTO ACCOUNT, INCLUDING, BUT NOT LIMITED TO SUBGRADE, AREA OF OVEREXCAVATION AND RECOMPACTION, SHRINKAGE AND EXPANSION OF THE SOIL. THE CONTRACTOR IS RESPONSIBLE FOR CALCULATING EARTHWORK QUANTITIES FOR BIDDING AND CONSTRUCTION PURPOSES.

VICINITY MAP: SAN LUIS OBISPO

LEGEND:

(N) PRIVATE ACCESS, PRIVATE UTILITY AND DRAINAGE EASEMENT

(N) ROADWAYS

SHEET NUMBER:
TPM-1

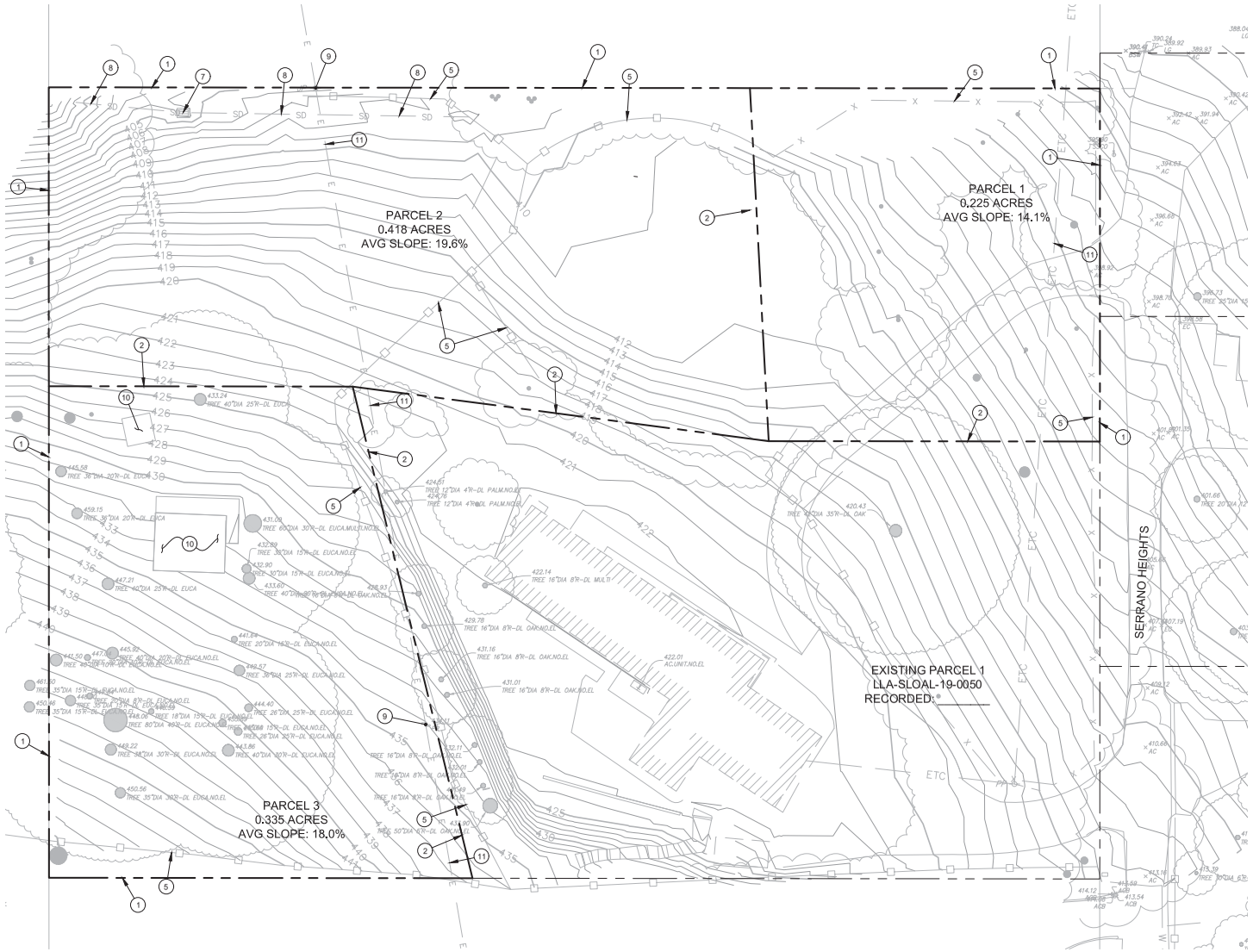
163 SERRANO HEIGHTS DR.

SLO18-0151

TENTATIVE PARCEL MAP: PROPERTY LINES & EASEMENTS

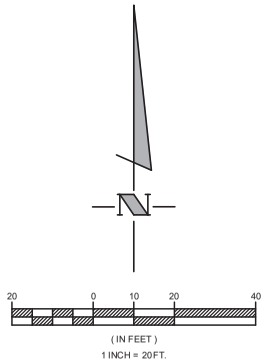
DATE: FEBRUARY 11, 2019

ABOVE GRADE ENGINEERING
245 Higuera Street, San Luis Obispo, CA 93401
phone:(805) 540-5115
A California Corporation • Scott Stokes PE # 58256



(#) NOTES:

1. EXISTING PROPERTY LINE
2. PROPOSED PARCEL PROPERTY LINE
3. EXISTING RETAINING WALL TO REMAIN
4. EXISTING RESIDENCE TO REMAIN
5. EXISTING FENCE LINE
6. EXISTING ASPHALT PAVED ROAD
7. EXISTING DRAINAGE INLET TO REMAIN
8. EXISTING STORM DRAIN LINE TO REMAIN
9. EXISTING ELECTRICAL POLE TO REMAIN
10. EXISTING SHED/BARN TO REMAIN
11. EXISTING OVERHEAD LINES



SHEET NUMBER:
TPM-2

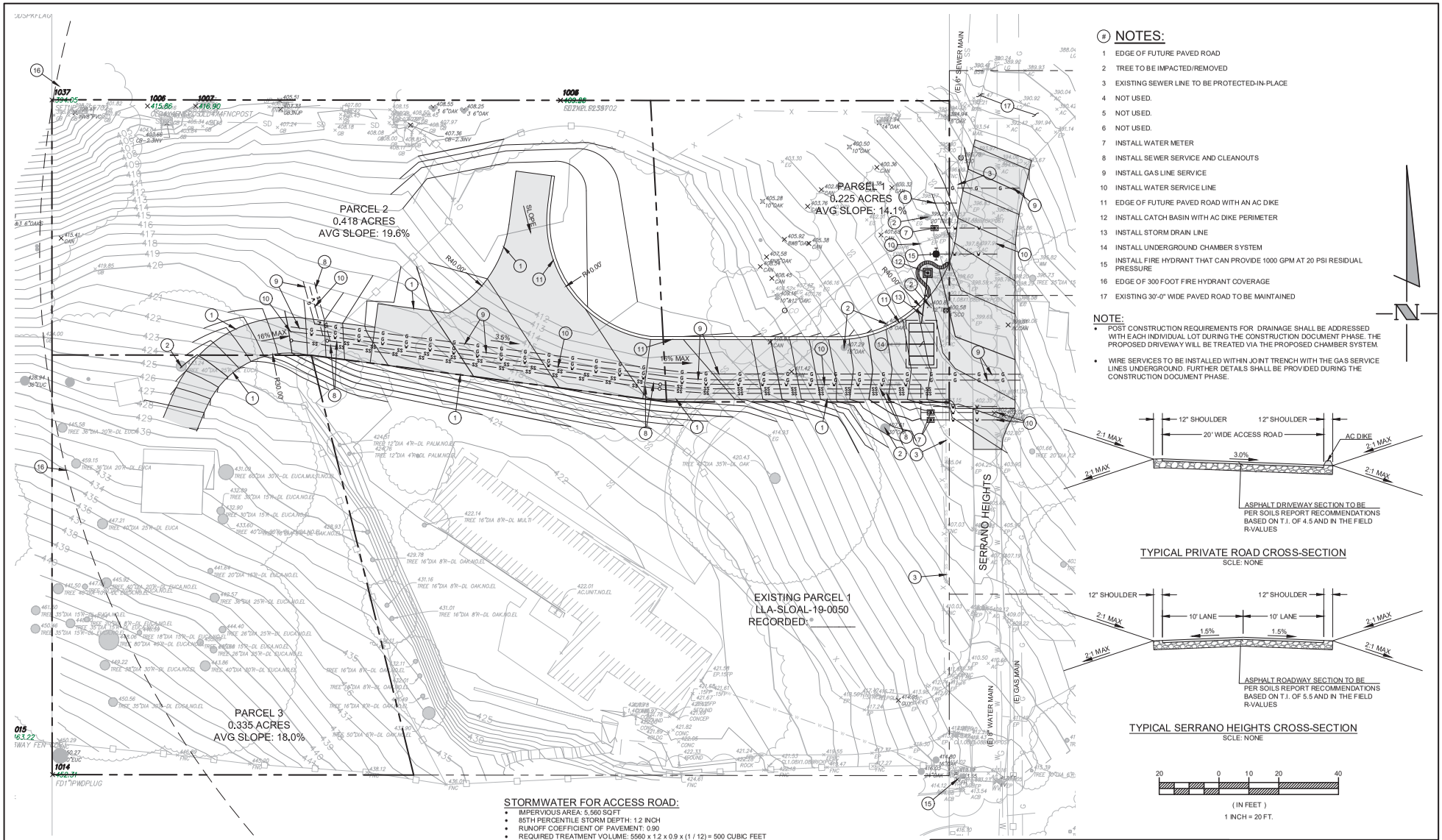
163 SERRANO HEIGHTS DR.

SLO18-0151

TENTATIVE PARCEL MAP: SITE FEATURES

DATE: FEBRUARY 11, 2019

ABOVE GRADE ENGINEERING
245 Higuera Street, San Luis Obispo, CA 93401
phone:(805) 540-5115
A California Corporation • Scott Stokes PE # 58256



NOTES:

1. EDGE OF FUTURE PAVED ROAD
2. TREE TO BE IMPACTED/REMOVED
3. EXISTING SEWER LINE TO BE PROTECTED-IN-PLACE
4. NOT USED.
5. NOT USED.
6. NOT USED.
7. INSTALL WATER METER
8. INSTALL SEWER SERVICE AND CLEANOUTS
9. INSTALL GAS LINE SERVICE
10. INSTALL WATER SERVICE LINE
11. EDGE OF FUTURE PAVED ROAD WITH AN AC DIKE
12. INSTALL CATCH BASIN WITH AC DIKE PERIMETER
13. INSTALL STORM DRAIN LINE
14. INSTALL UNDERGROUND CHAMBER SYSTEM
15. INSTALL FIRE HYDRANT THAT CAN PROVIDE 1000 GPM AT 20 PSI RESIDUAL PRESSURE
16. EDGE OF 300 FOOT FIRE HYDRANT COVERAGE
17. EXISTING 30'-0" WIDE PAVED ROAD TO BE MAINTAINED

NOTE:

- POST CONSTRUCTION REQUIREMENTS FOR DRAINAGE SHALL BE ADDRESSED WITH EACH INDIVIDUAL LOT DURING THE CONSTRUCTION DOCUMENT PHASE. THE PROPOSED DRIVEWAY WILL BE TREATED VIA THE PROPOSED CHAMBER SYSTEM.
- WIRE SERVICES TO BE INSTALLED WITHIN JOINT TRENCH WITH THE GAS SERVICE LINES UNDERGROUND. FURTHER DETAILS SHALL BE PROVIDED DURING THE CONSTRUCTION DOCUMENT PHASE.

ASPHALT DRIVEWAY SECTION TO BE PER SOILS REPORT RECOMMENDATIONS BASED ON T.I. OF 4.5 AND IN THE FIELD R-VALUES

TYPICAL PRIVATE ROAD CROSS-SECTION
SCLE: NONE

ASPHALT ROADWAY SECTION TO BE PER SOILS REPORT RECOMMENDATIONS BASED ON T.I. OF 5.5 AND IN THE FIELD R-VALUES

TYPICAL SERRANO HEIGHTS CROSS-SECTION
SCLE: NONE

(IN FEET)
1 INCH = 20 FT.

STORMWATER FOR ACCESS ROAD:

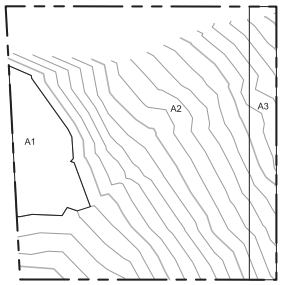
- IMPERVIOUS AREA: 5,560 SQFT
- 85TH PERCENTILE STORM DEPTH: 1.2 INCH
- RUNOFF COEFFICIENT OF PAVEMENT: 0.90
- REQUIRED TREATMENT VOLUME: 5560 x 1.2 x 0.9 x (1 / 12) = 500 CUBIC FEET
- PROPOSED CHAMBER SYSTEM: (2) MC-4500 CHAMBERS, (2) END CAPS AND SURROUNDING ROCK LAYER FOR A TOTAL VOLUME OF 613 CUBIC FEET.

SHEET NUMBER:
TPM-3

163 SERRANO HEIGHTS DR.
SLO18-0151

TENTATIVE PARCEL MAP: FUTURE IMPROVEMENTS
DATE: FEBRUARY 11, 2019

ABOVE GRADE ENGINEERING
245 Higuera Street, San Luis Obispo, CA 93401
phone:(805) 540-5115
A California Corporation • Scott Stokes PE # 58256



AREA "A3" WILL BE EXCLUDED SINCE IT IS A STREET RIGHT-OF-WAY

S_{AVG} = [(0.021 x 5.5) + (0.181 x 15.1)] / 0.202
S_{AVG} = [(0.116) + (2.733)] / 0.202
S_{AVG} = [2.849] / 0.202
S_{AVG} = 14.1%

WITH AN AVERAGE SLOPE OF 14.1% IN A R-1 ZONE, THEN DENSITY = ACREAGE x 7DU/ACRE

0.202 ACRES x (7DU/ACRE) = 1.41 DWELLING UNITS

L_{AB} =155.7' E_{AB} =28' S_{AB} =18.0%

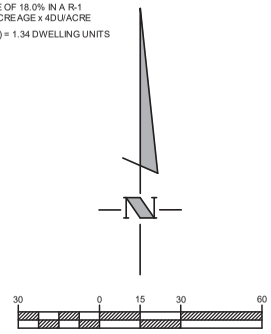
WITH AN AVERAGE SLOPE OF 18.0% IN A R-1 ZONE, THEN DENSITY = ACREAGE x 4DU/ACRE

0.335 ACRES x (4DU/ACRE) = 1.34 DWELLING UNITS

S_{AVG} = [(0.065 x 35.2) + (0.195 x 22.1) + (0.045 x 26.8) + (0.113 x 3.5)] / 0.418
S_{AVG} = [(2.288) + (4.309) + (1.206) + (0.396)] / 0.418
S_{AVG} = [8.199] / 0.418
S_{AVG} = 19.6%

WITH AN AVERAGE SLOPE OF 19.6% IN A R-1 ZONE, THEN DENSITY = ACREAGE x 4DU/ACRE

0.418 ACRES x (4DU/ACRE) = 1.67 DWELLING UNITS



(IN FEET)
1 INCH = 30 FT.

SHEET NUMBER:
TPM-4

163 SERRANO HEIGHTS DR.

SLO18-0151

TENTATIVE PARCEL MAP: AVERAGE SLOPE CALCULATIONS

DATE: FEBRUARY 11, 2019

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