San Luis Obispo Regional Transit Authority Maintenance Facility Project

Initial Study – Mitigated Negative Declaration

prepared by
San Luis Obispo Regional Transit Authority
179 Cross Street, Suite A
San Luis Obispo, California 93401

prepared with the assistance of
Rincon Consultants, Inc.
1530 Monterey Street, Suite D
San Luis Obispo, California 93401

July 2017

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Environmental Scientists Planners Engineers
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July 2017

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*Hard copies available at main RTA office and digital copies available at http://www.slorta.org/

Initial Study

1 Project Title

Regional Transit Authority (RTA) Maintenance Facility Project

2 Lead Agency Name and Address

San Luis Obispo Regional Transit Authority (RTA)
179 Cross Street, Suite A
San Luis Obispo, California 93401

3 Contact Person and Phone Number

Geoff Straw, Executive Director
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gstraw@slorta.org

4 Project Location

The project site is a 6.5-acre parcel (Assessor's Parcel Number [APN] 053-041-071), located at 253 Elks Lane adjacent to the intersection of Elks Lane and Prado Road, in the City of San Luis Obispo, California. The site is regionally accessible from United States Highway 101 (U.S. 101) which runs in the north-south direction, parallel to Elks Lane, west of the site. The project site is within the floodplain of San Luis Obispo Creek located to the east of the site. The project site is also located in the San Luis Obispo County Regional Airport Land Use Plan planning area, within the Aviation Safety Sub-Area S-1b zone (described in further detail in Section 8, *Hazards and Hazardous Materials*).

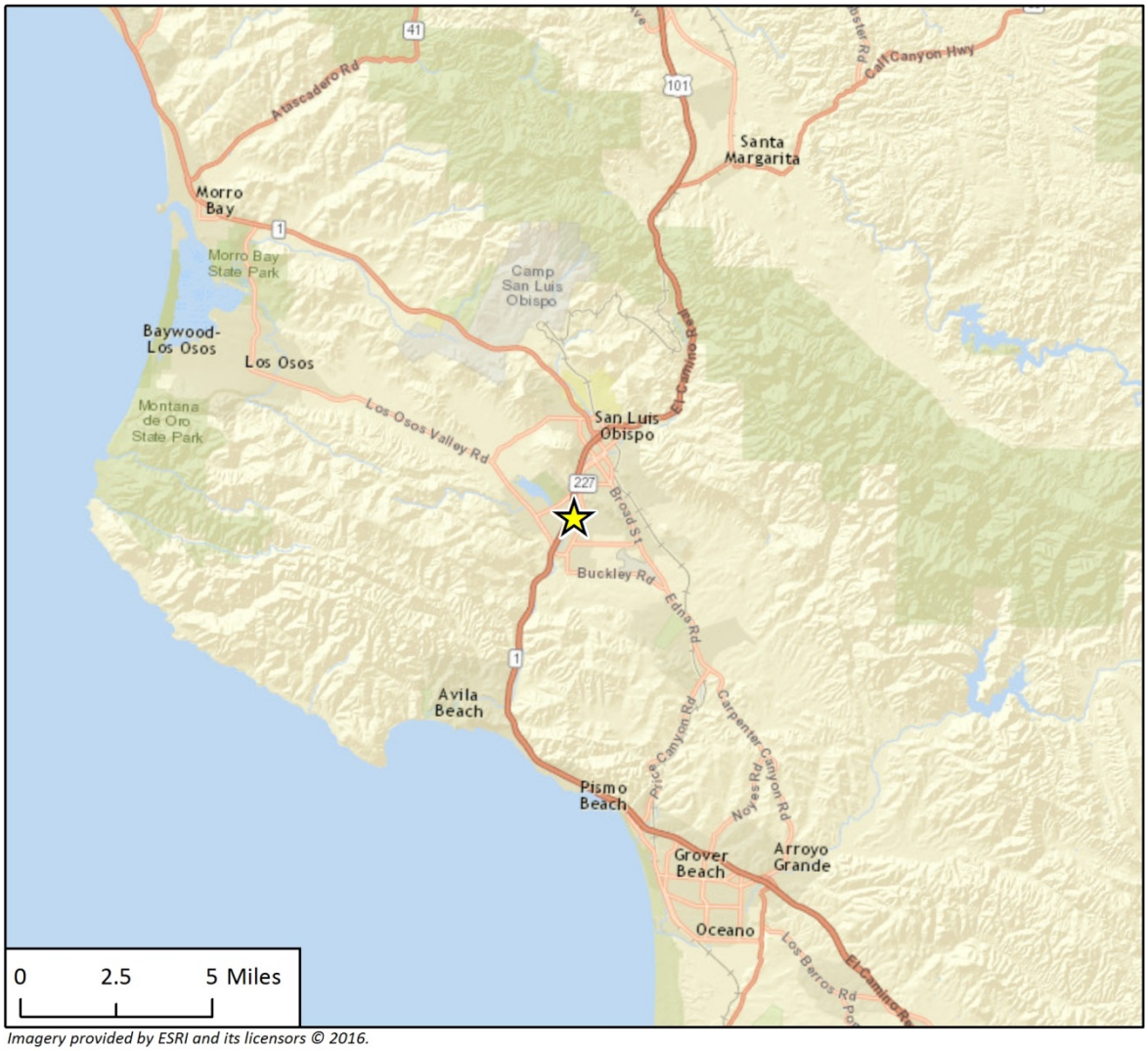
The site is currently occupied by a small U-Haul facility, including a building and parking lot, in the southwest corner of the site. The remainder of the property is vacant with scattered ruderal vegetation and most recently used as a leased employee parking/carpool/vanpool center for a distant multi-year construction project. Thus, prior to its acquisition by the RTA most of the site was graded and paved for a parking and transportation use. One high-voltage electric power transmission tower is located near the center of the site.

Figure 1 identifies the regional location of the project site and Figure 2 shows the project site within the context of the area in which it is located in the City of San Luis Obispo, and transmission lines cross the northern portion of the property.

5 General Plan Designation

The project site parcel is designated Office in the City of San Luis Obispo General Plan Land Use Element. The site is also located within the General Plan's Sunset Drive-In Theater/Prado Road Area Special Focus Area.

Figure 1 Project Vicinity Map



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Project Location

N

Fig 1 Regional Location

Figure 2 Project Site Boundary Map

6 Zoning

According to the City's Zoning Map, the project site is zoned Office with a Planned Development overlay (O-PD). The project site is also located in the San Luis Obispo County Regional Airport Land Use Plan Safety Area S-1b, which has been substituted by City overrule for the requirements of the Airport Overlay Zone which are outlined in Chapter 17.57 of the City's Zoning Regulations (Zoning Regulations Section 17.22.010.B).

7 Environmental Setting and Surrounding Land Uses

The project site is generally rectangular shaped and level, sloping slightly downward to its southwestern edge. It is currently vegetated with various non-native plants (discussed in detail in Section 4, *Biological Resources*).

The parcel is partially developed with a small U-Haul facility, which includes a small building and parking lot, in the southwestern most corner of the site. The northern portion of the site is currently vacant with scattered vegetation and was recently used as a leased employee parking/carpool lot for a distant construction site. A high-voltage electric power transmission tower is located near the center of the site, within the existing parking area. Existing uses surrounding the site area are shown on Figure 2, and include the following:

West: Elks Lane and U.S. 101, which run in the north-south direction parallel to Elks Lane, are located to the west of the project site. The U.S. 101 northbound on-ramp from Prado Road is located near the southwest corner of the site and runs parallel to the western boundary of the site connecting Prado Road to U.S. 101. Beyond U.S. 101 are a variety of commercial uses zoned Commercial Retail with a Planned Development overlay (C-R-PD).

North: Sunset Drive-In Theater is located north of the project site with a mobile home park and the San Luis Cemetery (also known as the International Order of Odd Fellows and Lawn Cemeteries) beyond. This area has a General Plan designation of Community Commercial and is zoned Community-Commercial with a Special Focus overlay (C-C-SF).

East: To the east of the project site is a vacant lot, anticipated for development into the Community Action Partnership of San Luis Obispo (CAPSLO) Homeless Services Center. Next to this lot is a storage yard with three existing structures. Two residential structures are located at the east end of the storage yard. The area is zoned Office with a Special Focus overlay (O-SF).

South: The City of San Luis Obispo's corporation yard, which includes the Water Reclamation and Resources Facility (WRRF) and the existing Prado Day Center, are located across Prado Road, directly south of the project site, in the Public Facility (PF) zone. The SLO Transit (local fixed route system) bus maintenance facility is also located within the City's corporation yard. The U.S. 101 northbound off-ramp to Prado Road extends from U.S. 101 in the north-south direction parallel to western boundary of the City's corporation yard property.

8 Background/Project History

RTA is a Joint Powers Authority created by a Joint Powers Agreement with the County of San Luis Obispo, and the Cities of Arroyo Grande, Atascadero, Paso Robles, Grover Beach, Morro Bay, Pismo Beach, and San Luis Obispo. Pursuant to section 6500 et seq. of the California

Government Code, a Joint Powers Authority is established when two or more public agencies by agreement jointly exercise any power common to the contracting agencies. The purpose of the Joint Powers Agreement is to enable the RTA to exercise the common powers of the member agencies to own, operate, and administer a county-wide public transportation system within the boundaries and over the territory within the jurisdiction of the Joint Powers Authority. Specifically, RTA manages regional fixed route and paratransit services throughout San Luis Obispo County and is contracted by the County of San Luis Obispo and the City of Paso Robles to operate and provide services in the unincorporated areas and the Paso Express fixed route and Paso Robles Dial-A-Ride services. Five fixed route services run throughout the region from as far north as San Miguel and San Simeon to as far south as Orcutt in Santa Barbara County.

RTA has determined that the existing transit administration, operations, and maintenance facility in the City of San Luis Obispo will not support expansions in regional transit service and is inadequate to support existing services efficiently. The existing facility does not contain enough bus maintenance bays, sufficient storage space for batteries and tires, or any potential expansion space. The existing facility is also several miles from the downtown San Luis Obispo transit center resulting in increased travel costs and poor customer service. Accordingly, RTA examined 12 potential sites in southern/southeastern San Luis Obispo for a new facility and screened the sites based on prioritized criteria for the required facility and program. Based on these evaluations, the 12 original sites were narrowed down to four sites that currently possess proper zoning of Public Facility, Manufacturing, or Office. Based on a comparison of the advantages and disadvantages of each of the four sites, the subject parcel was selected as the most appropriate for the proposed project despite its inclusion in a Federal Emergency Management Agency (FEMA) designated 100-year floodplain.

9 Description of Project

Purpose of the Project

RTA has determined that the existing leased administration, operations, and bus maintenance facility contains insufficient capacity and is inadequate to efficiently support existing services. As such, a new maintenance facility is needed to adequately support existing services. Additionally, the existing facility supports a 45 vehicle fleet and it is assumed that transit miles/hours will increase one percent annually between 2016 and 2035 (RTA, 2015).

Objectives

The objectives of the project are as follows:

- Construct a new RTA administration, operations, and bus maintenance facility that would have a greater capacity for expansion and service than the existing facility;
- Provide RTA facilities that would accommodate the anticipated transit miles/hours and associated fleet growth and provide an up-to-date RTA support facility; and
- Fulfill Program 3.2.3, Commuter Bus Service, of the City of San Luis Obispo General Plan transit service policies, which states "*The City shall work with the San Luis Obispo Regional Transit Authority (SLORTA) to maintain and expand commuter bus service to and from the City of San Luis Obispo during peak demand periods consistent with the Short Range Transit Plan and Long Range Transit Plan.*"

An important objective that must be considered when selecting a bus maintenance facility site is the distance of the site from the starting/ending points of RTA's bus routes at the Government Center passenger facility at Osos and Palm Streets in downtown San Luis Obispo. It is important that the bus storage yard be located as close as possible to the Government Center in order to conserve resources (such as fuel), to reduce emissions from both buses and employees' personal vehicles, and to minimize "deadhead" costs (i.e., employee wages, wear/tear on vehicles, etc.). Other important factors to consider during site selection include minimizing or avoiding impacts to surrounding uses, compatibility with existing land uses, minimizing impacts to nearby traffic, and providing a safe and secure facility to protect RTA assets and enhance employees' personal security. Sites other than the project site were considered as part of a screening process. However, at the RTA Board of Directors January 2, 2015 meeting, the Board of Directors determined that those sites were infeasible due to expected significant impacts to the environment or due to safety concerns.

Project Overview

The project would involve the construction of an approximately 45,000 square-foot, two-story combined administration headquarters and bus maintenance building on the eastern portion of the approximately 6.5 acre project site. The bus operations and maintenance functions would be located on the first floor of the proposed development, and would also include large- and small-parts storage, and clean-room workspace (for high-tech components servicing). The administration headquarters would be located on the second floor of the proposed development and would be used for offices, a conference room, and employee restrooms, showers, and lockers. The remainder of the project site would be developed for outdoor circulation, storage, servicing, and inspection. A 0.2 acre drainage basin is also planned for inclusion in the north-west parking lot. The proposed on-site parking would accommodate approximately 67 public transit buses and vans as well as 120 employee and visitor vehicles, respectively, for a total of 187 on-site parking spaces. In total the developed area proposed for the project is approximately 4.2 acres. The remaining acreage (approximately 2.3 acres) is anticipated to be used for the future Prado Road overpass and Elks Lane re-alignment. Construction of the project would require development of the proposed buildings to withstand a 100-year flood level event. Figure 3 provides the site plan for the proposed project.

Employees

Typical daily operations would employ no more than 50 persons on the project site at any given time. Training sessions for all bus operators would be held onsite two times per year and may involve up to 100 persons on-site for up to 8 hours.

Site Access and Fleet Parking

Prior to the realignment of Elks Lane, two driveways along Elks Lane would provide access to the site. An interim access driveway for guests and employees as well as a gated, bus-only access driveway would be provided.

Once Elks Lane is realigned, the interim access for guests and employees would be abandoned and replaced with a permanent access point for both buses and cars. Once inside the facility, visitor and employee parking along with the entrance to the RTA administrative headquarters building would be accessible within the northern portion of the site, while a gate inside the site would allow entrance to the secured bus parking area and bus maintenance area of the

building located in the southern portion of the site. Additional ADA accessibility would be available from Prado Road and Elks Lane, prior to its realignment.

Landscaping and Water Quality

The proposed project would include landscape elements in the site design. All plants selected for the landscape would be California native species or drought tolerant. Wastewater resulting from the bus wash would enter sewage drains and would be transported via pipes to the nearby City Water Resource Recovery Facility (WRRF) for treatment; RTA would seek use of recycled water for landscaping and possible bus wash needs. Storm water runoff from impervious surfaces including rooftops and the parking lots would be directed into Low Impact Development (LID) and Best Management Practice (BMP) systems where water would infiltrate the soil and become available for absorption by tree and plant roots. Functional landscape elements, including bioretention systems, are discussed in more detail in Section 9, *Hydrology and Water Quality*. It should also be noted that the Office zone (City Zoning Regulations Section 17.16.020 Property Development Standards: Yards) requires a minimum 'street yard' setback of 15 feet, measured from the right-of-way line or adopted setback line to the nearest point of the wall of any building onsite. No structures, parking spaces, or parking backup spaces may be located within the yard space.

Utilities

The project site would utilize recycling, compost, refuse, and wastewater collection services as well as potable water, recycled water, electricity, natural gas, and storm drains services. Recycling, compost and refuse services would be provided by Waste Connections, Inc., located approximately 6.5 miles southeast of the project site. Specific details regarding the collection and proper disposal of potentially hazardous materials, such as oil, batteries, and other chemicals would be described in the facility's Storm Water Pollution Prevention Plan (SWPPP). Electricity would be provided by Pacific Gas and Electric (PG&E) and natural gas would be provided by Southern California Gas. Potable water would be provided by the City of San Luis Obispo Utilities Department, and wastewater would be conveyed to the City's WRRF.

Energy and Fuel

Project operations would involve liquid fuel (i.e., diesel and gasoline) facilities on-site. Such facilities would include a 7,000 gallon above-ground diesel tank and a 3,000 gallon above-ground gasoline tank, with associated pumps, lines, and secondary containment facilities. Refueling would be incidental to the parking and maintenance activities for RTA vehicles only. There would be no distribution or retail sales of fuel from these facilities. Electric vehicle charging stations and solar panels would also be included on the project site.

Emergency Services

Fire protection services would be provided by the City of San Luis Obispo Fire Department, with headquarters located a little over one mile northeast of the project site. Law enforcement services would be provided by the City of San Luis Obispo Police Department, with headquarters located approximately two miles north of the project site. Additional back up law enforcement services could be drawn from the San Luis Obispo County Sheriff's Office located five miles northwest of the project site.

Construction and Grading

Construction of the proposed project is anticipated to take approximately 12-18 months, currently projected for January 2019 to June 2021, with operations beginning in August 2021. Imported fill would be required for the project to elevate the proposed maintenance facility building pad above the City's 100-year floodplain.

10 Native American Consultation

California Native American tribes traditionally and culturally affiliated with the project area have been consulted pursuant to Public Resources Code section 21080.3.1. The contact list from the Native American Heritage Commission was received in January of 2016 with correspondence regarding the project beginning on October 19, 2016. Detailed information regarding consultation efforts and results can be found in Section 17, *Tribal Cultural Resources*.

11 Required Approvals

The following entitlement is required for the proposed development:

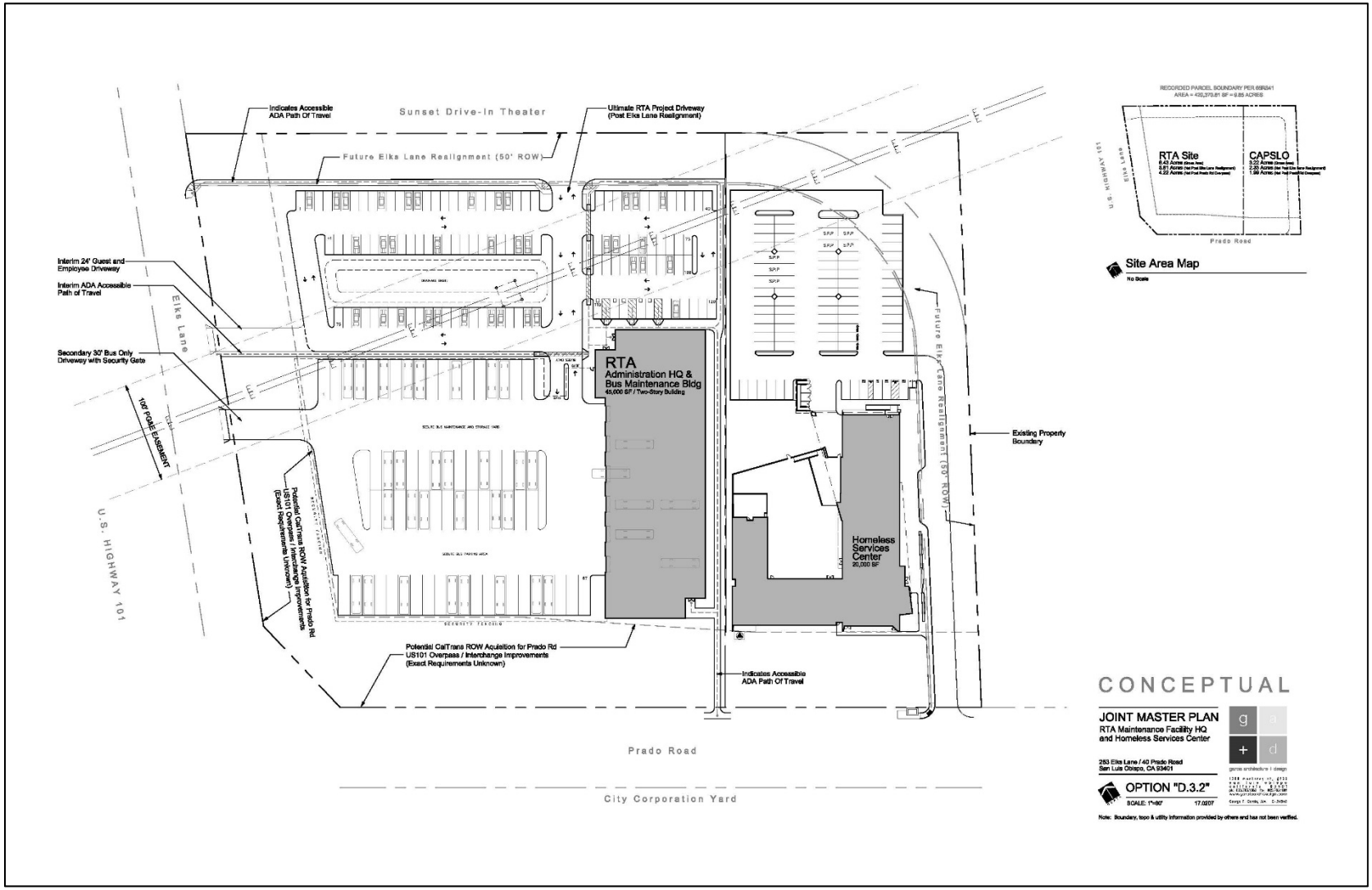
- RTA – Site plan review and approval
- City of San Luis Obispo Planning Commission – Use Permit
- Federal Transit Administration – Federal funding

12 Other Agencies With Review or Approval Authority

- City of San Luis Obispo – compliance with City Drainage Design Manual for San Luis Obispo Creek flood areas
- Central Coast Regional Water Quality Control Board – compliance with Post Construction Stormwater Management Requirements
- California Department of Transportation (Caltrans; District 5) – review for consistency with Project Study Report for Prado Road Overcrossing

This Initial Study – Mitigated Negative Declaration and all appendices referenced herein are available for review in hard copy at main RTA office and for review in digital copy online at http://www.slorta.org/.

Figure 3 Site Plan



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Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is "Potentially Significant" or "Potentially Significant Unless Mitigation Incorporated" as indicated by the checklist on the following pages.

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

Determination

Based on 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 to 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" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	July 20, 2017 Date
Geoff Straw Printed Name	RTA Executive Director Title

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Environmental Checklist

1 Aesthetics

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project have any of the following impacts?				
a. Substantial adverse effect on a scenic vista	☐	☐	■	☐
b. Substantial damage to scenic resources, including but not limited to trees, rock outcroppings, and historic buildings along a state scenic highway	☐	☐	☐	■
c. Substantially degrade the existing visual character or quality of the site and its surroundings	☐	☐	■	☐
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area	☐	☐	■	☐

Setting

The visual character of the area surrounding the city of San Luis Obispo is generally defined by several low hills and ridges formed by the more resistant volcanic rocks of the area such as Bishop Peak and Cerro San Luis Obispo. These peaks are also known as Morros and provide a scenic focal point for much of the city. Along with the Morros, the Santa Lucia Mountains to the northeast and Irish Hills to the southwest visually frame the city and are considered the scenic backdrop for much of the city. The surrounding hills provide a natural contrast to the urban edge of the city where development has generally remained in the lower elevations.

The City itself combines a compact urban form in a rural setting, transitioning from a well-defined urban edge to open space (Section 9, Views, General Plan Conservation and Open Space Element, City of San Luis Obispo, 2006). As reflected in its current General Plan policies, the City has been successful in maintaining an urban or suburban character, separated from a more rural character outside the City by a hard urban edge integral to its development pattern.

The project site is mostly vacant land with a small U-Haul dealership including a small building and parking lot in the southwest corner, a transmission tower, and partially-paved (entrance and aprons) dirt lot encompassing the northern half of the project site. Photos 1 through 4 illustrate the existing visual character of the project site. The project is located along Prado Road, at the

intersection of Prado Road and Elks Lane, and adjacent to the Prado Road on-ramp for northbound U.S. 101.

This segment of Prado Road is designated on Figure 11 of the City's Conservation and Open Space Element and Figure 3 of the Circulation Element as a designated scenic roadway with the category of a moderate scenic vista. Drivers and other users of Prado Road have intermittent views to Cerro San Luis Obispo, the other Morros, as well as the Santa Lucia Mountains northeast of the City. Views from Prado Road also include the Sunset Drive-In Theater screen, high-voltage electrical transmission lines, and vegetation along San Luis Obispo Creek.

Policy 15.1.2, *Development Along Scenic Routes*, of the City's Circulation Element stipulates that development along scenic roadways should not block views or detract from the quality of views and that blocking views should be considered a significant environmental impact.

The segment of U.S. 101 running north to south, west of the project site is designated by the City as a scenic roadway with the category of a roadway of high scenic value. Views along U.S. 101 include the Santa Lucia Mountains to the north and Irish Hills to the south, for vehicles travelling in those directions. The views also include Cerro San Luis Obispo and the other Morros, and the riparian corridor along San Luis Obispo Creek. The RTA project site is also visible from U.S. 101, as well as from Elks Lane, Prado Road, and the adjacent properties.

Future development of the Prado Road, U.S. 101 intersection by Caltrans includes the development of an overpass and interchange improvements that would require re-alignment of Elks Lane to wrap around the property along the north side, connecting to Prado Road along the east side of the property. The proposed site plan for the project shows the potential rights-of-way along Prado Road and Elks Lane where these improvements would be located in the future (refer to Figure 3).

The RTA project site is adjacent to the Sunset Drive-In Theater with agricultural uses to the east and north of the Drive-In Theater property. The RTA site is bounded by Elks Lane and U.S. 101 to the west and Prado Road, along with an industrial complex including the City's corporation yard and the City's WRRF, to the south. To the east is a vacant parcel on which the Community Action Partnership of San Luis Obispo (CAPSLO) is developing the region's homeless services center (known as "40 Prado Road"). And east of the CAPSLO parcel is a storage/junk yard. San Luis Obispo Creek is located both east and north of the property, running north/south adjacent to the agricultural uses and storage yard to the east, as well as east/west adjacent to the mobile home facility north of the Sunset Drive-In Theater. The City's Bob Jones City-to-Sea Bike Trail Route Plan identifies multiple opportunities for bicycle infrastructure on this segment of the Route Plan including Prado Road, Elks Lane, and San Luis Obispo Creek. The plan stipulates that the user experience be maximized by careful alignment and avoidance of offensive visual, auditory, and other negative adjacencies.

Discussion

a. Would the project have a substantial adverse effect on a scenic vista?

The project would involve the development of a two-story administration and maintenance building along the eastern edge of the project site, with the remaining area used for parking, vehicle storage, and movement of vehicles throughout the site. The Office Zone allows for a maximum height of 25 feet, with 35 feet height allowed with approval of an administrative use permit (Zoning Regulations Section 17.34.020.C). Any other exception to these height limits would require approval of a variance per Chapter 17.60 of the City's Zoning Regulations.

Due to the type of uses proposed within the project development, including first-story bus maintenance bays with a second story for administrative uses, and accounting for the necessary elevation of the building above the floodplain, the project may exceed the 35-foot height limit allowed in the Office Zone with an administrative use permit. However, the approval of the use permit would require application submittal to the Community Development Department including site plans, written descriptions of activities to be conducted, and/or technical studies of site characteristics. At the time of application the height of the proposed RTA building would be specified and variance approval would be sought if the height would exceed 35 feet. The approval of a use permit and the approval of a variance require that the development be compatible with existing or desired conditions in their neighborhoods.

Additionally, the project would be consistent with City policies regarding minimization of impacts to scenic resources as provided for in the General Plan. Applying Community Design Guidelines and incorporating landscaping, architectural materials and building forms that are compatible with the existing surroundings would reduce the project's effect on the scenic roadways identified above.

Views from a segment of Prado Road towards features north of the project site (San ta Lucia Mountains) would be partially obscured by the two-story structure proposed for the eastern edge of the site. Background views of these features would be available to motorists and pedestrians as they travel east along Prado Road while looking across the parking areas on the project site but would become less visible as motorists and pedestrians move closer to the proposed building. Similarly, for travelers moving in an east-west direction, views of features in the background (would be temporarily obscured by the proposed structure as they approach the site and then would open up as they pass the building and travel towards U.S. 101.

Views from U.S. 101 toward the site for northbound motorists are currently interrupted by existing trees along the edge of U.S. 101, with intermittent views of the current unpaved parking area and hillsides in the distance available to motorists as they pass the project site. The existing U-Haul facility is only partially visible to motorists due to existing screening by trees. Views across the site for motorists traveling southbound on U.S. 101 are similar, with foreground views dominated by the highway itself, the project site occupying the middle-ground and limited views of the hills in the distant background.

Placement of the new two-story building along the eastern edge of the site would have limited impacts on views for northbound travelers as views of the building would mostly be obscured by existing vegetation. As motorists pass the site, intermittent views of the hillsides in the background would continue to be available as they look over the paved parking area. Views for motorists traveling south would also be much the same as existing with the paved parking area visible and the low hillsides visible in the center of the view in the distance. In summary, considering the nature of the existing views, and the fact that the project would have only a limited effect on those views, the impacts to views by motorists, bicyclists, and pedestrians on the area roadways and trails would be **less than significant**.

b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings in a state scenic highway?

According to the California Department of Transportation (Caltrans) Scenic Highway Mapping System (accessed January 3, 2016), the project site is not located on, directly adjacent to, or within direct view of a State-designated scenic highway. Caltrans has designated U.S. 101 as an eligible state scenic highway. However, this segment of U.S. 101 is not officially designated at this time. In

addition, the project site is vacant with few trees, no rock outcroppings, and no historic buildings on the project site. Therefore, the project would have **no impact** on scenic resources along a state scenic highway.

c. Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

The current visual quality of the site is low since it is currently undeveloped vacant land with one electricity transmission tower, and a U-Haul facility comprised of a small single story maintenance structure with some landscaping and small paved parking lot. The proposed project would remove the existing structure and develop a two story building and paved parking lot for bus storage and maintenance. While the project would alter the visual character of the site, the change would be consistent with adjacent development, which also includes industrial buildings of similar scale and paved surface parking lots. In addition, proposed landscaping and trees would soften the appearance of the project as seen from public view points. Impacts would be **less than significant.**

d. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The project would result in the replacement of the existing U-Haul facility located in the southwestern corner of the site. The existing U-Haul facility provides some sources of light in the immediate vicinity. Other existing sources of nighttime lighting in the vicinity of the site include a streetlight at the corner of Elks Lane and Prado Road, spillover lighting from surrounding development, as well as light from the headlights of vehicles traveling and streetlights located along U.S. 101. All of these contribute to the existing urban environment, and illuminate the nighttime sky.

The proposed project would consist of a building and paved parking lots with exterior lights over parking lots where buses would be stored when not in use. The primary sources of light would be from the facility itself – exterior lighting as well as indoor light from facility windows. Vehicle headlights would be a secondary source of light in the early morning, at night, and during inclement weather. Buses would be primarily operational between the hours of 6:00 a.m. and 9:50 p.m. returning to the yard between 10:00 p.m. and 11:00 p.m. There are no light-sensitive uses such as residences in the vicinity of the site that would be directly affected by light spillover or glare from light fixtures, except the nearby Sunset Drive-In. Activities during the project's construction phase would contribute additional light to the site, primarily due to reflection from equipment surfaces and the use of headlights and work lights if construction activities occur outside of daylight hours. However, these effects would be temporary and would not substantially increase light levels in the area. The introduction of new operational light sources to the site at night and early morning would add incrementally to background light levels currently present as a result of existing and surrounding development.

The project would be required to conform to the Night Sky Preservation Ordinance (Zoning Regulations Chapter 17.23), which sets operation standards and requirements for lighting installations. These include limits on outdoor lighting that is misdirected, excess, or unnecessary, and meeting the minimum requirements of the California Code of Regulations for Outdoor Lighting and Signs (Title 24, Chapter 6). The project would also be required to comply with City General Plan policies pertaining to lighting and glare (refer to Section 4.1.1[c]), as well as the City's Community Design Guidelines. RTA would also be required to provide an overall lighting plan that demonstrates that the project complies with the requirements of City of San Luis Obispo Ordinance No. 17.18.030,

which prohibits lighting or illuminated devices that would create glare which results in a hazard or nuisance on other properties (City of San Luis Obispo, Zoning Regulations). Adherence to the existing regulations and ordinances, as well as the City's Community Design Guidelines, would ensure that exterior lighting and glare is designed to minimize impacts on neighboring properties, including the Sunset Drive-In. For this reason, and because the project's night lighting provisions would be similar to those associated with other uses along Prado Road, the impacts associated with the creation of new sources of exterior lighting and glare would be **less than significant**.

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2 Agriculture and Forest 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. This includes the Forest and Range Assessment Project and the Forest Legacy Assessment Project, along with the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project have any of the following impacts?				
a. Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use	☐	☐	☐	■
b. Conflict with existing zoning for agricultural use or a Williamson Act contract	☐	☐	☐	■
c. Conflict with existing zoning for or cause rezoning of forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))	☐	☐	☐	■
d. Result in the loss of forest land or conversion of forest land to non-forest use	☐	☐	☐	■
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use	☐	☐	☐	■

Setting

According to the City's General Plan Conservation and Open Space Element, Agricultural land in the City consists of the land where there has been a history of agricultural cultivation or keeping of livestock, which remains generally open and is designated as Agriculture, Open Space or Interim Open Space in the General Plan Land Use Element Map. The project site is not located in an area designated as agricultural land nor does it contain prime agricultural soils.

Discussion

a. Would the project convert Prime Farmland, Unique Farmland, 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?

The Farmland Mapping and Monitoring Program of the California Department of Conservation has identified the project site as Urban and Built Up land, a designation that has no regulatory protections. The proposed project would not result in a conversion of agricultural land to non-agricultural use. Therefore, there would be **no impact.**

b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

The project site is designated as Office in the City's General Plan Land Use Element and zoned Office with a Planned Development overlay (O-PD). The site has not been used for agricultural purposes within the last ten years, nor is the site under a Williamson Act contract. Therefore, **no impact** would occur.

c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?

There are no forest land or timberland resources within the City. The project site does not contain any designated forest land, timberland, or timberland zoned Timberland Production. Therefore, the proposed project would not result in the loss of forest land or conversion of forest land to non-forest use or conflict with zoning for these resources. Therefore, **no impact** would occur.

e. Would the project involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?

According to the Farmland Mapping and Monitoring Program, Prime Farmland exists to the west of the project site on the west side of U.S. 101. Changes to the existing environment at the project site would not affect the ability of that area to be farmed due to the separation provided by the U.S. 101 corridor and the types of uses proposed at the site. Therefore, **no impact** would occur.

3 Air Quality

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project have any of the following impacts?				
a. Conflict with or obstruct implementation of the applicable air quality plan	☐	☐	■	☐
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation	☐	■	☐	☐
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)	☐	■	☐	☐
d. Expose sensitive receptors to substantial pollutant concentrations	☐	■	☐	☐
e. Create objectionable odors affecting a substantial number of people	☐	☐	■	☐

Setting

The City of San Luis Obispo falls within the jurisdiction of the San Luis Obispo County Air Pollution Control District (SLOAPCD) and is located within the South Central Coast Air Basin (SCCAB). SLOAPCD monitors air pollutant levels to assure air quality standards are met, and if they are not met, to develop strategies to meet standards. Depending on whether the standards are met or exceeded, the air basin is classified as being in "attainment" or as "non-attainment." SLOAPCD is in non-attainment for the 24-hour state standard for particulate matter (PM_{10}) and the eight hour state standard for ozone (O_3) (SLOAPCD 2017). The health effects associated with criteria pollutants for which the basin is in non-attainment are described in Table 1.

The major sources of PM_{10} in the SCCAB are agricultural operations, vehicle dust, construction and demolition, paved and unpaved roads, and fugitive windblown dust. Additional sources of particulate pollution include diesel exhaust; mineral extraction and production; combustion products from industry and motor vehicles; smoke from open burning; 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 not produced directly by a source, but rather is formed by a reaction between nitrogen oxides (NO_x) and reactive organic gases (ROGs) in the presence of sunlight.

Reductions in ozone concentrations are dependent on reducing the amount of these precursors. In the SCCAB, the major sources of ROGs are aerosol coatings and consumer products, motor vehicles, organic solvents, the petroleum industry, and pesticides. The major sources of NOx are motor vehicles, public utility power generation, and fuel combustion by various industrial sources (SLOAPCD 2012).

Table 1 Health Effects Associated with Non-Attainment Criteria Pollutants

Pollutant	Adverse Effects
Ozone	(1) Short-term exposures: (a) pulmonary function decrements and localized lung edema in humans and animals and (b) risk to public health implied by alterations in pulmonary morphology and host defense in animals; (2) long-term exposures: risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (3) vegetation damage; and (4) property damage.
Suspended particulate matter (PM_{10})	(1) Excess deaths from short-term and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease (including asthma).[a]

Source: U.S. EPA, http://www.epa.gov/airquality/urbanair/

Air Quality Management

The SLOAPCD, the lead air quality regulatory agency for San Luis Obispo County, maintains comprehensive programs for planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. The clean-air strategy of SLOAPCD involves the preparation of plans and programs for the attainment of California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS), adoption and enforcement of rules and regulations, and issuance of permits for stationary sources. The 2001 Clean Air Plan for San Luis Obispo County, prepared by SLOAPCD, contains a comprehensive set of control measures and a regulatory framework designed to reduce criteria air pollutants and precursors from both stationary and mobile sources. The SLOAPCD also inspects stationary sources to ensure they abide by permit requirements, responds to citizen complaints, monitors ambient air quality and meteorological conditions, and implements other programs and regulations required by the Federal and State Clean Air Acts (SLOAPCD 2015).

In 2009, SLOAPCD adopted guidelines for assessment and mitigation of air quality impacts under the California Environmental Quality Act (CEQA). The CEQA Air Quality Handbook, which was updated in 2012, is an advisory document that provides lead agencies, consultants, and project applicants with uniform procedures for addressing air quality issues in environmental documents. The CEQA Air Quality Handbook also includes standard construction and operational mitigation measures that may be applied to projects that exceed SLOAPCD thresholds (SLOAPCD 2012).

Construction Emissions Thresholds

The SLOAPCD has developed specific daily and quarterly numeric thresholds that apply to construction of projects within the SCCAB. Daily thresholds are for projects that would be completed in less than one quarter (90 days). The SLOAPCD's quarterly construction thresholds are

applicable to the project because construction would last for more than one quarter. Thresholds are based on guidance in the SLOAPCD's *CEQA Air Quality Handbook* (2012). These include:

ROG and NO_X Emissions

- Quarterly – Tier 1: For construction projects lasting more than one quarter, exceedance of the 2.5 tons per quarter threshold requires Standard Mitigation Measures and Best Available Control Technology (BACT) for construction equipment. If implementation of the Standard Mitigation and BACT measures cannot bring the project below the threshold, off-site mitigation may be necessary.
- Quarterly – Tier 2: For construction projects lasting more than one quarter, exceedance of the 6.3 tons per quarter threshold requires Standard Mitigation Measures, BACT, implementation of a Construction Activity Management Plan (CAMP), and off-site mitigation.

Diesel Particulate Matter (DPM) Emissions

- Quarterly – Tier 1: For construction projects lasting more than one quarter, exceedance of the 0.13 tons per quarter threshold requires Standard Mitigation Measures, BACT for construction equipment.
- Quarterly – Tier 2: For construction projects lasting more than one quarter, exceedance of the 0.32 ton per quarter threshold requires Standard Mitigation Measures, BACT, implementation of a CAMP, and off-site mitigation.

Fugitive Particulate Matter (PM_{10}), Dust Emissions

- Quarterly: Exceedance of the 2.5 tons per quarter threshold requires Fugitive PM_{10} Mitigation Measures and may require the implementation of a CAMP.

Operational Emissions Thresholds

SLOAPCD's long-term operational emission thresholds are summarized in Table 2.

Table 2 SLOAPCD Operational Emissions Significance Thresholds

Pollutant	Daily Threshold	Annual Threshold
ROG + NO_X (combined)[1]	25 lbs./day	25 tons/year
Diesel Particulate Matter (DPM)[1]	1.25 lbs./day	---
Fugitive Particulate Matter (PM_{10}), Dust	25 lbs./day	25 tons/year
CO	550 lbs./day	---

Source: SLOAPCD 2012

[1] SLOAPCD specifies that CalEEMod winter emission outputs be compared to operational thresholds for these pollutants.

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

According to the SLOAPCD *CEQA Air Quality Handbook* (April 2012), project-level environmental reviews which may require consistency analysis with the Clean Air Plan and Smart/Strategic Growth Principles adopted by lead agencies include: subdivisions, large residential developments and large commercial/industrial developments. The project does not represent a traditional large commercial/industrial development that would substantially increase population or employment in

the City as it involves the relocation of an existing facility in the City to a new site. The proposed project would be infill development located within an existing urban area, which is a land use strategy supported by the SLOAPCD Clean Air Plan policies, including:

- Cities and unincorporated communities should be developed at higher densities that reduce trips and travel distances and encourage the use of alternative forms of transportation
- Urban growth should occur within the urban reserve lines of cities and unincorporated communities (Clean Air Plan L-1 Planning Compact Communities)

In addition, the proposed project represents an improvement in transit infrastructure in the City, which by its nature would encourage alternative forms of transportation from the single-passenger vehicle. Therefore, the proposed project would have a **less than significant** impact with respect to a conflict with or obstruction to implementation of the applicable air quality plan.

b. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

c. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?

Construction Emissions

Construction of the proposed project would generate temporary emissions of air pollutants. Ozone precursors, NO_X and ROG, as well as DPM (exhaust $PM_{2.5}$ and PM_{10}) would be emitted by the operation of construction equipment, while fugitive dust (PM_{10}) would be emitted by activities that disturb the soil, such as grading and excavation, parking lot construction, and building construction. The project's maximum quarterly emissions are shown in Table 3

Table 3 Maximum Quarterly Construction Air Pollutant Emissions (tons/quarter)[1]

	Maximum Quarter Per Year (tons/quarter)[2]		
Construction Year	**ROG + NO_X**	**DPM**	**Dust**
2019	1.5	0.1	0.1
2020	0.7	<0.1	<0.1
Maximum tons/quarter	**1.5**	**0.1**	**0.1**
SLOAPCD Quarterly Tier 1 Thresholds (tons/quarter)	*2.5*	*0.13*	*2.5*
Threshold Exceeded?	**No**	**No**	**No**
SLOAPCD Quarterly Tier 2 Thresholds (tons/quarter)	*6.3*	*0.32*	*2.5*
Threshold Exceeded?	**No**	**No**	**No**

Notes: All calculations were made using CalEEMod. See Appendix A for model results. DPM equal to combined exhaust PM_{10} and $PM_{2.5}$ and dust equal to fugitive PM_{10} from CalEEMod.

1 Maximum daily emissions include on-site and off-site emissions.

2 CalEEMod calculates quarterly emissions of ROG+NO_X, but does not generate quarterly emissions for DPM and dust; therefore, maximum annual construction emissions of DPM and dust were divided by the number of quarters undergoing construction in a year to estimate maximum quarterly emissions.

As shown in Table 3, the project would not exceed SLOAPCD's Quarterly Tier 1 or Tier 2 construction emissions thresholds. Even though specific thresholds would not be exceeded, the project's construction activities would result in short-term O_3 precursor emissions from heavy equipment and motor vehicles, as well as fugitive dust (PM_{10}) emissions that could affect localized air quality. As described in the SLOAPCD *CEQA Air Quality Handbook* (April 2012), in addition to the construction air quality thresholds, there are several special conditions, local regulations, and/or State and federal rules that apply to construction activities and must be addressed in proposed construction activity. Specifically, SLOAPCD requires any project with grading areas greater than 4.0 acres or that are within 1,000 feet of any sensitive receptor to implement standard mitigation measures, which are listed below as mitigation measures AQ-1 and AQ-2. These measures are appropriate to the proposed project due to its size and the proximity of sensitive receptor locations including the CAPSLO services center east of the site and two residences in the vicinity to the east. Thus, the air quality impacts associated with project construction are considered to be **potentially significant unless mitigation is incorporated.**

With implementation of the required SLOAPCD dust control measures and construction equipment emissions control measures, air quality impacts associated with air pollutant emission generated by project construction would be **less than significant**.

Operational Emissions

Operation of the project would result in ongoing emissions associated with vehicle trips, natural gas use, and area sources, such as landscaping, consumption of consumer products, and off-gassing from architectural coatings. Daily and annual operational emissions associated with the proposed project are shown in Table 4 and Table 5 (see Appendix A for complete CalEEMod results), and compared to the applicable SLOAPCD operational emissions thresholds. All RTA diesel-powered buses are required to meet ARB's Urban Bus and Transit Fleet Vehicle emission standards and reporting requirements, and the emission factors from these requirements are incorporated into the CalEEMod procedures.

Table 4 Estimated Operational Daily Air Pollutant Emissions[a]

Source	Emissions (lbs./day)			
	ROG + NO_X	DPM	Dust	CO
Total Daily Emissions	7.4	0.1	2.2	12.2
SLOAPCD Daily Thresholds	*25*	*1.25*	*25*	*550*
Threshold Exceeded?	**No**	**No**	**No**	**No**

Notes: All calculations were made using CalEEMod. See Appendix A for calculations. DPM equal to combined exhaust PM_{10} and $PM_{2.5}$ from CalEEMod. Dust equal to fugitive PM_{10} from CalEEMod.

[a] Maximum emissions include on-site and off-site emissions.

Table 5 Estimated Operational Annual Air Pollutant Emissions[a]

Source	Emissions (tons/year)	
	ROG + NO_X	Dust
Total Emissions	1.2	0.3
SLOAPCD Annual Thresholds	*25*	*25*
Threshold Exceeded?	**No**	**No**

Notes: All calculations were made using CalEEMod. See Appendix A for calculations. Dust equal to fugitive PM_{10} from CalEEMod.
[a] Maximum emissions include on-site and off-site emissions.

As shown in Table 4 and Table 5, the project's operational emissions would not exceed SLOAPCD's daily or annual operational emissions thresholds. Thus, the operational emissions would not represent a significant impact, particularly on a regional scale. Air quality impacts associated with air pollutant emission generated by project operations would be **less than significant**

d. Would the project expose sensitive receptors to substantial pollutant concentrations?

Certain population groups, such as children, the elderly, and people with health problems, are particularly sensitive to air pollution. Sensitive receptors are defined as land uses that are more likely to be used by these population groups and include health care facilities, retirement homes, school and playground facilities, and residential areas. The nearest existing sensitive receptors to the project site include single-family residential units located along Prado Road approximately 350 feet east of the site on the existing junk yard property and approximately 750 feet east of the site next to the Automatic Transmission Rebuild shop, as well as mobile home park residences located approximately 0.25 mile east of the project site and 0.20 mile north of the project site. The two residences along Prado Road are located beyond the future CAPSLO Homeless Services Center, which will be constructed east of the project site. The nearest wing of CAPSLO building would be located approximately 26 feet from the proposed RTA maintenance building. This use would be similar to transient lodging, and is considered equivalent to residential uses as a sensitive receptor. The mobile home park to the north of the site is located along Elks Lane and is buffered from the project site by the Sunset Drive-In and large stands of eucalyptus trees. The mobile home park to the east of the site is located along South Higuera and is buffered by trees, industrial uses, and an office complex. The nearest schools are C.L. Smith Elementary School and Laurus College, both located approximately one mile from the project site.

The APCD *CEQA Air Quality Handbook* (APCD 2012:pages 3-7) references guidance prepared by the California Air Pollution Control Officers Association (CAPCOA) for the evaluation of potential effects of toxic air contaminants on sensitive land uses. That guidance document is *Health Risk Assessments for Proposed Land Use Projects* (CAPCOA 2009). Based on the screening recommendations in the CAPCOA guidance, the RTA project and the location of the CAPSLO services center do not create a situation that would warrant additional health risk assessment (CAPCOA 2009:Table 2). That is, the CAPSLO services center would be located over 500 feet from the nearest highway (US 101, which is about 670 feet to the west), and the fuel dispensing equipment in the RTA project would be "small" (i.e. not a wholesale bulk plant or with retail sales) and much more than 50 feet from the services center. The number of buses at the RTA facility on a daily basis would be relatively low -- up to a maximum of 67, which is well below the limit of 100 heavy trucks for a distribution center in the CAPCOA guidance. As noted above, other residences in the general vicinity would be located at

greater distances from the RTA facility, and would be buffered by intervening land uses and vegetation. For these reasons, preparation of a more detailed health risk assessment is not warranted for the project.

The RTA project would result in a greater number of transit bus operations in the immediate vicinity, with up to 67 buses entering and using the site for parking and a smaller number for maintenance and servicing. Thus, the potential to expose nearby residents to objectionable exhaust fumes would be present, even if the health risks present would meet all acceptable standards. For this reason, the project related emissions in the immediate vicinity are considered to be a potential impact that can be mitigated. The project operations are subject to statewide requirements that restrict the idling of heavy duty diesel engines in the vicinity of sensitive land uses. These requirements, as well as other recommendations from the APCD are included in mitigation measure AQ-3. In summary, the potential effects of the RTA project in exposing sensitive receptor areas to substantial pollutant concentrations would be **potentially significant unless mitigation is incorporated.**

e. Would the project create objectionable odors affecting a substantial number of people?

The proposed facility would require the use of materials and substances which may have an odor. These substances may include oil, lubricants, paint, and other chemicals utilized in the maintenance facility and bus wash. Buses traveling to and from the facility or idling at the facility would also produce odors associated with tailpipe emissions. Bus fueling would take place on-site, creating additional odors associated with fueling. Odors during construction may result from the use of construction equipment, architectural coatings, or paving with asphalt. Odors associated with construction machinery would be those of diesel machinery, which includes the smells of oil or diesel fuels. Construction activities and exhaust associated with normal project operations have been addressed in topics above, and their potential effects would be less than significant with the inclusion of mitigation measures recommended by the APCD. All of the maintenance work including bus washing, mechanical repairs, and other general vehicle maintenance activities would take place inside that new facility. For these reasons the potential effects related to creating objectionable odors would be **less than significant**.

Mitigation Measures

AQ-1 Measures to Reduce Fugitive Dust During Construction

Implementation of the following mitigation measures, as recommended by the San Luis Obispo County APCD, would be required to minimize construction fugitive dust emissions and help ensure that construction emissions remain at a less than significant level.

- Reduce the amount of the disturbed area where possible;
- Water trucks or sprinkler systems shall be used during construction in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency shall be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water shall be used whenever possible;
- All dirt stock pile areas shall be sprayed daily as needed;
- 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;

- Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading shall be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established;
- 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;
- All roadways, driveways, sidewalks, etc. to be paved shall be completed as soon as possible after grading unless seeding or soil binders are used;
- Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;
- All trucks hauling dirt, sand, soil, or other loose materials are to be covered or shall maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with California Vehicle Code Section 23114;
- Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site;
- Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water shall be used where feasible;
- All of these fugitive dust mitigation measures shall be shown on grading and building plans; and
- The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20 percent opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the SLOAPCD Compliance Division prior to the start of any grading, earthwork or demolition.

AQ-2 Measures to Reduce Construction Equipment Emissions

- Maintain all construction equipment in proper tune according to the manufacturer's specifications;
- Fuel all off-road and portable diesel powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);
- Use diesel construction equipment meeting ARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with State Off-road Regulation;
- Use on-road heavy-duty trucks that meet the ARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with State On-Road Regulation;
- Construction or trucking companies with fleets that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g., captive of NOX exempt area fleet) may be eligible by proving alternative compliance;
- All on- and off-road diesel equipment shall not idle for more than five minutes. Signs shall be posted in the designated queuing areas and on job sites to remind drivers and operators of the five-minute idling limit;
- Diesel idling within 1,000 feet of sensitive receptors is not permitted;
- Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors;
- Electrify equipment when possible;
- Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and

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

AQ-3 Measures to Reduce Operational Idling Emissions

To help reduce the emissions impact from diesel buses and equipment at the proposed facility, RTA will implement the following idling control techniques:

1. California Diesel Idling Regulations
   a. On-road diesel vehicles shall comply with Section 2485 of Title 13 of the California Code of Regulations. This regulation limits idling from diesel-fueled commercial motor vehicles with gross vehicular weight ratings of more than 10,000 pounds and licensed for operation on highways. It applies to California and non-California based vehicles. In general, the regulation specifies that drivers of said vehicles:
      1. Shall not idle the vehicle's primary diesel engine for greater than 5-minutes at any location, except as noted in Subsection (d) of the regulation; and
      2. Shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than 5.0 minutes at any location when within 1,000 feet of a restricted area, except as noted in Subsection (d) of the regulation.
   b. Signs must be posted in the designated queuing areas and job sites to remind drivers and operators of the state's 5-minute idling limit.
   c. The specific requirements and exceptions in the regulations can be reviewed at the following web sites: arb.ca.gov/msprog/truck-idling/2485.pdf and arb.ca.gov/regact/2007/ordiesl07/frooal.pdf
2. Diesel Idling Restrictions Near Sensitive Receptors. In addition to the state required diesel idling requirements, the RTA shall comply with these more restrictive requirements to minimize impacts to nearby sensitive receptors:
   a. Diesel idling within 1,000 feet of sensitive receptors shall not be permitted;
   b. Use of alternative fueled or electric equipment is recommended as feasible; and signs that specify the no idling areas must be posted and enforced at the site.

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4 Biological Resources

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project have any of the following impacts?				
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 Wildlife or U.S. Fish and Wildlife Service	☐	■	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service	☐	■	☐	☐
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means	☐	☐	☐	■
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites	☐	☐	■	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance	☐	☐	■	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	■

Setting

This region of San Luis Obispo County falls within the Outer South Coast Ranges geographic subdivision of California. The Outer South Coast Ranges subdivision contains an array of vegetation community types that range from southern oak forest, blue-oak/foothill-pine woodland and chaparral to grasslands and agricultural/urbanized areas. The Outer South Coast Ranges subdivision is part of the larger South Coast Ranges geographic sub-region, which is a component of the even larger Central Western California physiographic area. The section of the state that is designated as CW occurs within the cismontane side of California, which is more generally referred to as the California Floristic Province (CA-FP – Hickman 1993).

A Natural Environment Study (NES) was prepared for the project by Rincon Consultants, Inc. in February 2017 (Appendix B) to analyze the potential impacts of the project to local wildlife and habitat. The biological study area (BSA) comprised the 6.5-acre project site (Assessor's Parcel Number [APN] 053-041-071). Biological field surveys, including reconnaissance-level wildlife and aquatic resources inventories and a full floristic botanical survey within the BSA, were conducted on October 26, 2016. The BSA contains a small U-Haul facility which includes a building and parking lot. The remainder of the BSA is vacant with scattered vegetated areas consisting predominantly of introduced species of grasses, herbs and sub shrubs. One high-voltage electric power transmission tower is located near the center of the site. There are no wetlands or aquatic features within the BSA.

Discussion

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

Special status species includes those plants and animals that are: 1) listed, proposed for listing, or candidates for listing as Threatened or Endangered by the U.S Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS) under the Federal Endangered Species Act (FESA); 2) listed or proposed for listing as Rare, Threatened, or Endangered by the CDFW under the California Endangered Species Act (CESA); 3) recognized as Species of Special Concern (SSC) by the CDFW; 4) afforded protection under the Migratory Bird Treaty Act (MBTA) and/or California Fish and Game Code (CFGC); and 5) occurring on lists 1 and 2 of the CDFW California Rare Plant Rank (CRPR).

The study identified 72 special status plant species with known occurrences within the nine quadrangle area of the project site through a query of the California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CNDDB) and the California Native Plant Society (CNPS) Online Inventory of Rare and Endangered Vascular Plants of California. No special status plant species were observed and no suitable habitats for sensitive plant species were present within the BSA. However, three trees comprising of two coast live oak (*Quercus agrifolia)* and one Sydney golden wattle (*Acacia longifolia*), with a diameter at breast height of greater than six inches, occur along the fence line of the U-Haul facility and the western limit of the project site. These trees contained within the project site have the potential to be used by nesting birds. Mitigation measure BIO-1 is recommended to avoid and minimize potential project-related impacts to nesting birds. Therefore, impacts would be **potentially significant unless mitigation incorporated**.

b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

The proposed project construction footprint is not located within any riparian habitat or other sensitive natural community. San Luis Obispo Creek is located both north and east of the project site; however project activity would not encroach upon riparian habitat. The study identified the following eight sensitive natural communities to occur within the nine quadrangle area of the project site: central dune scrub, central foredunes, central maritime chaparral, coastal and valley freshwater marsh, coastal brackish marsh, northern coastal salt marsh, northern interior cypress forest, serpentine bunchgrass and valley needlegrass grassland (see Appendix B for more information). The NES determined that no natural vegetation communities occur within the BSA.

Plant communities are considered sensitive biological resources if they have limited distributions, have high wildlife value, include sensitive species, or are particularly susceptible to disturbance. Plant species observed/detected on the project site include several invasive species. Invasive plant species listed in the California Invasive Plant Council (Cal-IPC; 2016) Inventory were observed to occur on the project site. These include: stinkwort (*Dittrichia graveolens*), black mustard (*Brassica nigra*), tocalote (*Centaurea melitensis*), curly dock (*Rumex crispus*), fennel (*Foeniculum vulgare*), castor bean (*Ricinus communis*), redstem filaree (*Erodium cicutarium*), and Russian thistle (*Salsola tragus*). Disturbance of these plants during site preparation and grading could accelerate the spread of these species off site with the potential to adversely impact native plant species in the vicinity. Mitigation measure BIO-2 is recommended to avoid and minimize the spread of invasive plants during project construction. Therefore, impacts would be **potentially significant unless mitigation incorporated**.

c. Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Wetlands function to improve water quality, detain stormwater runoff, recharge groundwater and provide wildlife habitats. A wetland is an area of land whose soil is saturated with moisture either permanently or seasonally. Such areas may also be covered partially or completely by shallow pools of water. The study identified no wetlands within the project site. Therefore, the project would have **no impact** to federally protected wetlands as defined by Section 404 of the Clean Water Act.

d. Would the project 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?

The project is located to the west of the wildlife corridor along San Luis Obispo Creek as identified in the City's Conservation and Open Space Element. The west side of the project site, containing Elks Lane and U.S. 101, has been identified as a linear barrier to wildlife (San Luis Obispo, 2014). The surrounding developments and linear barrier immediately adjacent to the project site would reduce the potential for movement across the project site. Movement of any native resident or migratory fish or wildlife species would be more likely to occur along the established wildlife corridor of San Luis Obispo Creek, some distance from the project site. Results of the field survey and relevant biological resources literature review determined there is no suitable habitat for wildlife species within the project site. Due to the distance of the project from the creek, the surrounding

development, and existing disturbances to the project site, the project would not impede any wildlife movement activity. Therefore, impacts would be **less than significant**.

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Development of the project would include the removal of the three trees identified in the NES. However, these trees are not protected by existing local, state or federal laws and do not provide suitable habitat for sensitive species (beyond general habitat for nesting birds). The City's Conservation and Open Space Element requires the protection of significant trees, as determined by the City Council upon the recommendation of the Tree Committee, Planning or Architectural Review Committee. Trees determined to be significant are found to make substantial contributions to the natural habitat or urban landscape due to their species, size or rarity. Removal of any trees, including trees deemed significant, is subject to the City's Tree Ordinance, which outlines criteria and mitigation requirements. The project would be required to follow all requirements and procedures outlined in the Tree Ordinance, therefore, the project would not conflict with any local policies or ordinances. Impacts would be **less than significant.**

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The project site is not located within any adopted Habitat Conservation Plan, Community Conservation plan, or other approved local, regional or state habitat conservation plan. There would be **no impact.**

Mitigation Measures

Implementation of the following mitigation measures, and compliance with the MBTA and CFGC requirements, would be required to reduce potential impacts to a less than significant level.

BIO-1 **Nesting Birds.** To avoid disturbance of nesting and special-status birds, including raptorial species protected by the MBTA and CFGC, activities related to the project, including, but not limited to, vegetation removal, ground disturbance, and construction and demolition shall occur outside of the bird breeding season (February 15 through September 1), when possible. If construction must begin during the breeding season, then a pre-construction nesting bird survey shall be conducted by a Qualified Biologist no more than one week prior to initiation of ground disturbance and vegetation removal activities to determine the presence/absence of nesting birds within the project site. The California Department of Fish and Wildlife generally considers an appropriate buffer of 100 feet for passerines and 300 feet for raptors. The Qualified Biologist shall perform at least two hours of pre-construction monitoring of the nest to characterize "typical" bird behavior. The Qualified Biologist shall monitor the nesting birds and shall increase the buffer if the Qualified Biologist determines the birds are showing signs of unusual or distressed behavior due to project activities. Atypical nesting behaviors that may cause reproductive harm include but are not limited to, defensive flights/vocalizations directed towards project personnel, standing up from a brooding position, and flying away from the nest. The Qualified Biologist shall have authority, through the Resident Engineer, to order the cessation of all project activities if the nesting birds' exhibit atypical behavior which may cause reproductive failure (nest abandonment and loss of eggs and/or young) until an appropriate buffer is established. To prevent encroachment, the established buffer(s) shall be clearly marked by high visibility material. The established buffer(s) shall

remain in effect until the young have fledged or the nest has been abandoned as confirmed by the Qualified Biologist. Any sign of nest abandonment shall be reported to California Department of Fish and Wildlife within 48 hours

BIO-2 **Invasive Plant Species.** To minimize the spread of invasive plant species during project work, prior to construction all staff and contractors shall receive from a qualified botanist/biologist, invasive plant prevention training. The training shall provide an appropriate identification/instruction guide, a list of target species for the area, and a list of measures for early detection and eradication. Prior to construction, specific areas shall be designated for cleaning of tools, vehicles, equipment, clothing, footwear, and any other gear to be used on site. During construction, before entering and exiting the work site, all tools, equipment, vehicles, clothing, footwear, and other gear shall be thoroughly cleaned to remove soil, seeds, and plant parts. The reproductive parts (seeds, mature flowers, roots and shoots, as well as other parts of species that reproduce in a vegetative manner) shall be removed, stored in sealed containers, transported sealed, and appropriately disposed of at a certified landfill. All disturbed areas that are not converted to hardscape shall be hydro-seeded with a mix of locally native species upon completion of work in the area. In areas where construction is ongoing, hydro-seeding shall occur in those areas where no construction activities have occurred within six weeks of ground disturbance. If exotic species invade the area prior to hydro-seeding, weed removal shall occur in consultation with a qualified botanist/biologist.

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5 Cultural Resources

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project have any of the following impacts?				
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5	☐	☐	■	☐
b. Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5	☐	■	☐	☐
c. Directly or indirectly destroy a unique paleontological resource or site or unique geological feature	☐	☐	☐	■
d. Disturb any human remains, including those interred outside of dedicated cemeteries	☐	■	☐	☐

A Phase I Cultural Resources Survey was completed by Rincon Consultants, Inc. (Rincon) in November 2016 (Appendix C). The project site was designated as the area of potential effects (APE) and is limited to the 6.5 acre parcel at 253 Elks Lane, APN 053-041-071, within the City of San Luis Obispo, California. Three additional properties were identified as indirect APE: 1) Sunset Drive-In, APN 053-041-025, 2) 40 Prado Road (future CAPSLO Homeless Services Center), APN 053-041-072, and 3) Water Resource Reclamation Facility, APN 053-051-045. In addition, the project's proximity to San Luis Obispo Creek would increase the archaeological sensitivity of the area. Rincon consulted the following sources to complete the Survey: History Center of San Luis Obispo County and City of San Luis Obispo Community Development Department. Tribal consultation is discussed in *Section 17, Tribal Resources*.

Setting

The area of San Luis Obispo became colonialized by the Spanish Incursion initially in 1542, with the first official settlement on Chumash Territory occurring in 1772, when the Mission San Luis Obispo de Tolosa was established (Chesnut 1993; Rolle 2003). The City of San Luis Obispo was incorporated in 1856, and served as the center of trade for central California (City of San Luis Obispo, 2013). Late in the 19th Century, San Luis Obispo became a stop on the Southern Pacific Railroad, closing the gap between Los Angeles and San Francisco. The railroad brought industry to the region and accelerated the growth of the community. With the advent of the automobile, tourism became an important player in the regional economy, and the first motel in the country, the Milestone Mo-tel, was built in the City of San Luis Obispo in 1924. The economic effects of the Great Depression in the 1930s slowed construction, and marked the establishment of Camp San Luis Obispo. Post-World War II saw a demand for single-family housing, leading to expansions of the city's boundaries and the construction of large residential subdivisions throughout the 1950s and 60s. Cultural and historic

resources from each period still shape the setting of San Luis Obispo today (City of San Luis Obispo 2013).

The Central Coast Information Center (CCIC) records identified six previously recorded cultural resources within 0.5-mile radius of the project APE, and three of which are located within the indirect APE. Table 6 shows the previously recorded cultural resources and their status.

Table 6 Previously Recorded Resources within 0.5 mile of the APE

Primary Number	Trinomial	Resource Type	Description	Recorder(s) and Year(s)	NRHP/CRHR Status	Relationship to APE
P-40-000124	CA-SLO-124	Prehistoric site	Prehistoric midden	C. N. G. 1952	Not evaluated	Outside
P-40-000400	CA-SLO-400	Prehistoric site	Bedrock milling site	C. E. Dills 1968	Not evaluated	Outside
P-40-001406	CA-SLO-1406	Prehistoric site	Prehistoric midden	G. Fleshman 1974	Not evaluated	**Within indirect APE**
P-40-001449	CA-SLO-1449H	Historic site	Historic San Luis Obispo City Dump	C. Singer 1992	Not evaluated	**Within indirect APE**
P-40-038212	N/A	Prehistoric isolate	Isolated chert cobble	W. Nettles 2000	Presumed ineligible	**Within**
N/A	N/A	Historic built-environment	Water Resource Reclamation Facility	S. Carmack 2015	Recommended ineligible	**Within indirect APE**

Source: CCIC 2015, 2016

Discussion

a. Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

No built environment resources were identified within the APE. Three properties containing buildings and structures older than 45 years of age were identified within the indirect APE; these include a portion of the previously evaluated San Luis Obispo WRRF, a service station, and the Sunset Drive-In Theater.

One newly recorded historical built-environment resource, a service station building, was identified within the project APE. This resource was recorded, evaluated, and recommended ineligible for the California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) under all criteria (1-4 and A-D, respectively). The project indirect APE contained one newly recorded built environment resource, the Sunset Drive-In, and one previously recorded built-environment resource, the San Luis Obispo Water Resource Recovery Facility (WRRF). The WRRF has been previously recommended ineligible for listing in the CRHR and NRHP. The Sunset Drive-In was recorded, evaluated, and recommended eligible for listing in the CRHR. The proposed project would not affect the Sunset Drive-In. The proposed building would be two stories in height and not substantially taller than other buildings in the project vicinity. The project site would be designed so as to minimize ambient light pollution that may affect patrons' ability to see the screen while at the

Sunset Drive-In. Operation of the proposed project would not alter the setting of the Sunset Drive-In and construction of the proposed project would not significantly impact the resource under CEQA, nor would it have an adverse effect on the resource under the NHPA. Therefore, impacts to historical resources would be **less than significant**.

b. Would the project cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?

One previously recorded archaeological resource, a prehistoric isolate (P-40-038212), was identified within the project APE as a result of the records search, but was not relocated during the pedestrian survey. Two previously recorded archaeological resources, a prehistoric shell midden (P-40-001406) and the historical City of San Luis Obispo dump (P-40-001449), were recorded within the indirect APE. The proximity to San Luis Obispo Creek increases the archaeological sensitivity of the area. Due to the previously identified archaeological resource and the surrounding identified resources, Mitigation Measures CUL-1 and CUL-2 are recommended to minimize impacts to archeological resources. Therefore, impacts the project would cause are considered **potentially significant unless mitigation is incorporated.**

c. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?

There are no known unique paleontological resources or sites, or unique geologic features on the project site. According to the Geologic Map of California, San Luis Obispo Sheet published by the California Division of Mines and Geology (CDMG) in 1978, the site is underlain by Quaternary aged alluvium (Qal) which includes unconsolidated deposits of sand, silt, clay, and gravel. The surrounding hills are comprised of the Franciscan and Monterey Formations and Quaternary aged non-marine terrace deposits. These geologic features are not commonly associated with paleontological resources. There are no known unique paleontological resources or sites, or unique geologic features on the project site. Therefore, **no impact** would occur.

d. Would the project disturb any human remains, including those interred outside of formal cemeteries?

As described above, one prehistoric archeological site (P-40-038212) was identified within the project site as a result of records search. Although the site was not relocated and no other archeological resources were identified, discovery of human remains is always a possibility during ground disturbing activities. Unanticipated discovery of human remains during project excavation would require compliance with Health and Safety Code Section 7050.5 and PRC Sections 5097.94 and 5097.98. Compliance with Health and Safety Code Section 7050.5 and PRC Sections 5097.94 and 5097.98 would ensure that unanticipated discovery of human remains during project excavation would be addressed appropriately by the County Coroner and Native American Heritage Commission (NAHC) (if required). Therefore, impacts to disturbance of human remains are considered **potentially significant unless mitigation is incorporated.**

Mitigation Measures

The following mitigation measures would reduce impacts to a less than significant level.

CUL-1 **Archeologist Testing Program.** Prior to project related ground disturbance, an Extended Phase I (XPI) archaeological testing program shall be performed within the project area of potential effect (APE). This study should be conducted by a qualified archaeologist under the direction of a qualified principal investigator and in accordance with CEQA and

Section 106. The qualified archaeologist should prepare a testing plan designed to establish the presence or absence and extent of archaeological deposits within the direct APE. An XPI conducted prior to project construction could reduce potential delays caused by unanticipated finds during construction by informing the applicant of what types of resources may exist on the property and where. Should a subsurface resource be found during the XPI, additional studies such as a Phase II investigation may be required to determine if the resource is eligible for the CRHR and/or the NRHP. The results of the XPI will also determine whether additional mitigation such as monitoring will be necessary. XPI testing should be observed by a Native American monitor.

CUL-2 **Monitoring by Qualified Archeologist.** A qualified principal investigator, defined as an archaeologist who meets the Secretary of the Interior's Standards for professional archaeology (36 CFR 61), shall be retained to carry out all mitigation measures related to archaeological and historical resources (hereafter principal investigator). Monitoring shall involve inspection of subsurface construction disturbance at or in the immediate vicinity of known sites, or at locations that may harbor buried resources that were not identified on the site surface.

CUL-3 **Unanticipated Discovery of Human Remains.** The discovery of human remains is always a possibility during ground disturbing activities. If human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the San Luis Obispo County coroner must be notified immediately. If the human remains are determined to be prehistoric, the coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

6 Geology and Soils

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project have any of the following impacts?				
a. Expose people or structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving:				
1. 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	☐	☐	☐	■
2. Strong seismic ground shaking	☐	☐	■	☐
3. Seismic-related ground failure, including liquefaction	☐	■	☐	☐
4. Landslides	☐	☐	☐	■
b. Result in substantial soil erosion or the loss of topsoil	☐	☐	■	☐
c. Be located on a geologic unit or soil that is made unstable as a result of the project, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse	☐	■	☐	☐
d. Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial risks to life or property	☐	■	☐	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater	☐	☐	☐	■

Setting

San Luis Obispo is located within the Coast Range Geomorphic Province, which extends along the coastline from central California to Oregon. This region is geologically complex, characterized by extensive folding, faulting, and fracturing of variable intensity. In general, the folds and faults of this

province comprise the pronounced northwest trending ridge-valley system of the central and northern coast of California. There are no known fault lines on the site or in the immediate vicinity.

The Los Osos, Hosgri, and San Andreas faults are considered to be the most significant regionally active faults that could affect the proposed project during its anticipated lifespan. According to the California Division of Mines and Geology, the Los Osos Fault is capable of a magnitude 6.8 earthquake. Other faults in the vicinity of San Luis Obispo are the West Huasna, Oceanic, and Edna faults. These faults are considered potentially active and present a moderate fault rupture hazard to developments in the vicinity. The closest active fault to the site is the Los Osos Fault which lies approximately 2 miles southwest. San Luis Obispo is in Seismic Zone 4, a seismically active region of California and strong ground shaking should be expected during the life of the project. Structures must be designed in compliance with seismic design criteria established in the California Building Code and City Building Codes.

The project site is flat with no significant slopes on or immediately adjacent to the site. The Natural Environmental Study conducted by Rincon identified two soil map units as mapped within the project site: Salinas silty clay loam, 0 to 2 percent slopes (which covers the majority of the site); and Cropley clay, 0 to 2 percent slopes (which is mapped in the northeast corner of the site). Salinas silty clay loam soil is characterized as very deep, well drained, nearly level soil on alluvial fans and plains. Cropley clay soil is characterized as very deep, moderately well drained, nearly level soil on alluvial fans and plains (U.S. Department of Agriculture Natural Resources Conservation Service, 2016).

Discussion

a.1. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving 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?

The nearest Alquist-Priolo Earthquake Fault Zone is located approximately 2 miles west-northwest of the project site, along the Los Osos Fault. No active faults have been identified on the project site and the site is not located within an Alquist-Priolo Earthquake fault Zone (Treiman 1989). Therefore, neither construction nor operation of the proposed project would expose people or structures to a risk of loss, injury, or death involving rupture of a known earthquake fault and **no impact** would occur.

a.2 Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

Ground shaking refers to the vibration that occurs in response to displacement along a fault. Typically, ground shaking has a side-to-side component as well as a vertical component, with the actual movement depending on the type of fault, a site's distance from the fault, and the rock and soil conditions at the site. Shaking endangers life and property by damaging or destroying structures and lifeline facilities. As with any site in the region, the project site is susceptible to strong seismic ground shaking in the event of a major earthquake. Compliance with standard engineering requirements, including the 2010 California Building Code (CBC), City of San Luis Obispo Municipal Code, and the most recent California Department of Transportation seismic design standards would be required for the project.

Both construction workers and operational staff could be exposed to a risk of loss, injury, or death involving strong seismic ground shaking. However, as required by CBC Chapter 16 for the

construction of new buildings or structures, specific engineering design and construction measures would be implemented to anticipate and avoid the potential for adverse impacts to human life and property caused by seismically induced groundshaking. The required building standards would minimize the potential for collapse or structural failure during an earthquake and would substantially reduce the potential for loss, injury, or death involving strong seismic groundshaking. Therefore, this impact would be **less than significant.**

a.3. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

Liquefaction is a process whereby soil is temporarily transformed to fluid form during intense and prolonged ground shaking or because of a sudden shock or strain. Liquefaction typically occurs in areas where the groundwater is less than 30 feet from the surface and where the soils are composed of poorly consolidated fine to medium sand. Liquefaction maps provided in the City's General Plan Safety Element (2012) identify the project site as being located in an area of very high liquefaction potential, moderate to high expansion potential, and high settlement potential. In response to these potential impacts, Mitigation Measure GEO-1 would reduce identified significant impacts related to potentially hazardous characteristics of on-site soils to **potentially significant unless mitigation is incorporated.**

a.4. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

Earthquakes can trigger landslides which could potentially obstruct roads, injure people or cause damage to structures. However, landslides are most likely to occur on or near a slope or hillside area, rather than in generally level areas, such as the project site. According to the City's General Plan Safety Element (2012), the project site is not located in an area that would be subject to high or moderate potential for landslides and **no impact** would occur.

b. Would the project result in substantial soil erosion or the loss of topsoil?

The project site is generally flat, which limits the potential for substantial soil erosion. The proposed project would be required to comply with BMPs for construction activities, which include erosion prevention measures. Additionally, the project would be required to adhere to the grading and erosion control requirements outlined in Section 15.04 (Construction and Fire Prevention Regulations) of the City of San Luis Obispo Municipal Code (2015), submitted along with grading plans. Grading and erosion control requirements include rules and regulations to control excavation, grading, earthwork construction including fills and embankments, and establish the administrative procedure for issuance of permits and provides for approval of plans and inspection of grading construction necessary for compliance with stormwater management (City of San Luis Obispo Municipal Code, 2015). Compliance with Municipal Code requirements would reduce impacts associated with soil erosion and the loss of topsoil to a **less than significant** level**.**

c. Would the project be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Liquefaction maps provided in the City's General Plan Safety Element (2012) identify the project site as being located in an area of very high liquefaction potential, moderate to high expansion potential, and high settlement potential. As required by Mitigation Measure GEO-1, a geotechnical investigation would be completed prior to development (GEO-1) and would remediate any unstable

soils or soils that would become unstable during a seismic event. Also, the proposed project would comply with all applicable building standards. The proposed project is not expected to result in unstable soils and overall impacts would be **less than significant with mitigation incorporated.**

d. Would the project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial risks to life or property?

Expansive soils refer to soils that have the capacity to change in volume, such as shrinking during periods of drought and swelling during periods of heavy moisture content. Fine grained clay soils typically have a higher potential to expand with exposure to moisture. According to the City's General Plan Safety Element (2012), the project site has been identified as being located in an area of moderate to high expansion potential. The 2014 Soils Engineering Report conducted for the development of the San Luis Ranch project (less than 500 feet southwest of the project site) observed soils with moderate shrink-swell potential and high erosion potential. Due to the likely presence of moderate to highly expansive soils at the project site, geotechnical investigation is necessary to determine the risk posed by expansive soils and determine necessary remediation. With incorporation of Mitigation Measure GEO-1, adherence to the City of San Luis Obispo Municipal Code, the California Building Code, General Plan policies, and all other applicable permits and ordinances, impacts related to the presence of expansive soils would be **potentially significant unless mitigation is incorporated.**

e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

The project would connect to a sewer system that would transport wastewater to the WRRF for treatment. Septic tanks or alternative wastewater disposal systems would not be utilized. Therefore, **no impact** would occur.

Mitigation Measures

Implementation of the following mitigation measures, and compliance with the California Building Code and California Department of Transportation seismic design standard requirements, would be required to reduce potential impacts to a less than significant level.

GEO-1 **Conduct Geotechnical Investigation and Soil Remediation**. Prior to construction activities, a preliminary geotechnical investigation shall be conducted to determine the presence or absence of unstable soils or soils that would become unstable during a seismic event, including the potential for liquefaction at the project site. The geotechnical investigation shall be conducted by trained engineers and shall comply with ASTM approved methodologies. Based on the results of the preliminary geotechnical investigation, unstable soils or soil that would become unstable during a seismic event shall be remediated to ensure that on-site soils would provide adequate structural support for proposed structures. All on-site structures, transportation infrastructure and subgrades shall comply with applicable methods of the California Building Code and all transportation infrastructures shall comply with the most current California Department of Transportation design standards. Soil remediation may be achieved through, for example, structural piers, excavation of unstable soils, importation of clean, engineered fill, compaction of existing on-site soils, improvement of sub-surface drainage, or a combination of methodologies.

7 Greenhouse Gas Emissions

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project have any of the following impacts?				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment	☐	☐	■	☐
b. Conflict with any applicable plan, policy, or regulation adopted to reduce the emissions of greenhouse gases	☐	☐	■	☐

Setting

The accumulation of greenhouse gases (GHGs) in the atmosphere regulates the earth's temperature. Without the natural heat trapping effect of GHGs, the earth's surface would be about 34°C cooler (CalEPA 2006). However, emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations. Carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O) are the GHGs that are emitted in the greatest quantities from human activities. Emissions of CO_2 are largely by-products of fossil fuel combustion. CH_4 results from fossil fuel combustion as well as off-gassing associated with agricultural practices and landfills. N_2O is produced by microbial processes in soil and water, including those reactions that occur in fertilizers that contain nitrogen, fossil fuel combustion, and other chemical processes.

Scientific modeling predicts that continued GHG emissions at or above current rates would induce more extreme climate changes during the 21st century than were observed during the 20th century. According to the CalEPA's 2010 Climate Action Team Biennial Report, potential impacts of climate change in California may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (CalEPA 2010). While these potential impacts identify the possible effects of climate change at a global and potentially statewide level, in general scientific modeling tools are currently unable to predict what impacts would occur locally with a similar degree of accuracy.

In response to an increase in man-made GHG concentrations over the past 150 years, California has implemented Assembly Bill (AB) 32, the "California Global Warming Solutions Act of 2006." AB 32 codifies the Statewide goal of reducing GHG emissions to 1990 levels by 2020 (essentially a 15 percent reduction below 2005 emission levels), and requires the California Air Resources Board (ARB) to prepare a Scoping Plan that outlines the main State strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 requires ARB to adopt regulations to require reporting and verification of statewide GHG emissions.

After completing a comprehensive review and update process, ARB approved a 1990 statewide GHG level and 2020 limit of 427 million metric tons carbon dioxide equivalent (CO_2e). The Scoping Plan was approved by ARB on December 11, 2008, and includes measures to address GHG emission

reduction strategies related to energy efficiency, water use, and recycling and solid waste, among other measures. The Scoping Plan includes a range of GHG reduction actions that may include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms.

In May 2014, ARB approved the first update to the AB 32 Scoping Plan. The 2013 Scoping Plan update defines ARB's climate change priorities for the next five years and sets the groundwork to reach post-2020 goals set forth in EO S-3-05. The update highlights California's progress toward meeting the "near-term" 2020 GHG emission reduction goals defined in the original Scoping Plan. It also evaluates how to align the State's longer-term GHG reduction strategies with other State policy priorities, such as for water, waste, natural resources, clean energy and transportation, and land use (ARB, 2014).

Senate Bill (SB) 97, signed in August 2007, acknowledges that climate change is an environmental issue that requires analysis in CEQA documents. In March 2010, the California Resources Agency (Resources Agency) adopted amendments to the State CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted guidelines give lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts.

On September 8, 2016, the governor signed SB 32 into law, extending AB 32 by requiring the State to further reduce GHGs to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). ARB is currently working to update the Scoping Plan to provide a framework for achieving the 2030 target. The updated Scoping Plan is expected to be completed and adopted by ARB in 2017 (ARB, 2015).

SLOAPCD CEQA Thresholds. The City of San Luis Obispo has not adopted GHG emissions thresholds for use in CEQA documents. In March 2012, the SLOAPCD adopted CEQA thresholds for GHG emissions. Based on the adopted SLOAPCD guidance, the following three quantitative thresholds may be used to evaluate the level of significance of GHG emissions impacts for residential and commercial projects:

1. *Qualified GHG Reductions Strategies. A project would have a significant impact if it is not consistent with a qualified GHG reduction strategy that meets the requirements of the State CEQA Guidelines. If a project is consistent with a qualified GHG reduction strategy, it would not have a significant impact; OR,*
2. *Bright-Line Threshold. A project would have a significant impact if it exceeds the "bright-line threshold" of 1,150 metric tons CO_2E/year; OR,*
3. *Efficiency Threshold. A project would have a significant impact if the efficiency threshold exceeds 4.9 metric tons of CO_2E/service population/year. The service population is defined as the number of residents plus employees for a given project.*

The efficiency threshold is specifically intended to avoid penalizing large-scale plans or projects that incorporate emissions-reducing features and/or that are located in a manner that results in relatively low vehicle miles traveled. The project does not represent a traditional large-scale development that would substantially increase population or employment in the City as it involves the relocation of an existing facility in the City to a new site. Therefore, the bright-line threshold has been determined as the appropriate threshold of which to measure the level of potential impacts associated with project-generated GHG emissions. Additionally, the City of San Luis Obispo Climate Action Plan, adopted in 2012, serves as the City's qualified GHG reduction plan. Therefore, the

project's contribution to cumulative GHG impacts would be cumulatively considerable if it is inconsistent with the Climate Action Plan.

Discussion

a. Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

b. Would the project conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The project's GHG emissions are quantified to provide an estimate of the scale of future GHG emissions. In addition to this quantitative analysis, the project's consistency with the Climate Action Plan is evaluated below.

GHG Emissions Estimate

Construction Emissions. Construction of the proposed project would generate temporary GHG emissions, primarily resulting from the operation of construction equipment and on- and off-site truck trips, including soil hauling trips. Site preparation and grading typically generate the greatest amount of GHG emissions due to the use of grading equipment and other large diesel-powered construction equipment. Total and annualized construction emissions are shown in Table 7.

Table 7 Estimated Construction Emissions of GHGs

Source	Annual Emissions
Total Estimated Construction Emissions	527 metric tons CO_2e
Amortized over 25 years	21 metric tons CO_2e per year

See Appendix A for CalEEMod results.

As shown in Table 7, construction activity associated with the proposed project would generate an estimated 527 MT of CO_2e. SLOAPCD has recommended amortizing construction-related emissions over the life of a project. Over this lifetime for the project (conservatively assumed to be 25 years), the construction emissions would amount to 21 MT of CO_2e per year.

Combined Annual Construction, Operational, and Mobile GHG Emissions. The project's operational emissions from energy use (electricity and natural gas use) were estimated using CalEEMod. Table 8 combines the construction and operational GHG emissions associated with development for the project.

Table 8 Combined Annual Emissions of GHGs

Emission Source	Annual Emissions
Construction	21 metric tons CO_2e
Operational	
Area	<0.01 metric tons CO_2e
Energy	229 metric tons CO_2e
Solid Waste	65 metric tons CO_2e
Water	20 metric tons CO_2e
Mobile	
CO_2 and CH_4	376 metric tons CO_2e
N_2O only	19 metric tons CO_2e
Total	**730 metric tons CO_2e**

Sources: See Appendix A for calculations and for GHG emission factor assumptions.

As shown in Table 8, the combined annual emissions from the project would total approximately 730 MT per year of CO_2e and, therefore, would not exceed the SLOAPCD bright-line threshold of 1,150 MT per year of CO_2e.

Climate Action Plan Consistency

In 2012 the City of San Luis Obispo adopted the Climate Action Plan, which serves as a Qualified GHG Reduction Strategy consistent with the CEQA Guidelines. The GHG-reducing policy provisions contained in the Climate Action Plan were prepared with the purpose of complying with the requirements of AB 32 and achieving the goals of the AB 32 Scoping Plan. As a result, the Climate Action Plan is consistent with statewide efforts established in ARB's Climate Change Scoping Plan to reduce statewide GHG emissions to 1990 levels by 2020. The Climate Action Plan outlines a course of action to improve environmental, social, and economic sustainability and includes six emission reductions strategies: 1) buildings, 2) renewable energy, 3) transportation and land use, 4) water, 5) solid waste, and 6) parks and open space. The project would be consistent with the City's Climate Action Plan if it is consistent with all applicable GHG emissions reduction strategies and measures in the Plan. Table 9 shows the project's consistency with applicable Climate Action Plan measures. As shown, the project would be consistent with the Climate Action Plan.

Table 9 Project Consistency with Applicable Climate Action Plan Measures

Climate Action Plan Control Measure	Project Consistency
Buildings	
BLD 2: New Construction Energy Conservation Encourage and incentivize new development to exceed minimum Cal Green requirements.	**Consistent** New structures at the project site would meet Title 24 standards to minimize energy consumption.
Transportation and Land Use	
TLU 1: Transit Services Maintain and expand transit services consistent with the City's Short Range Transit Plan.	**Consistent** The primary objective of the project is to accommodate the anticipated growth in transit miles and hours as well as provide an up-to-date and expanded transit support facility.
TLU 2: Alternative Vehicles Promote clean air vehicles (CAV), and expand the network of electric car charging stations and car-sharing parking spaces.	**Consistent** A portion of the visitor parking spaces in the project would be outfitted with electric vehicle charging stations. These parking spaces would be reserved for electric vehicles, along with the area's multimodal transportation network, to encourage energy conscience transportation. In addition, RTA may install conduit for future implementation of electric charging stations for electric buses in a portion of the bus parking spaces included in the project
TLU 5: Land Use Diversity and Density Encourage compact urban form and mixed-use developments.	**Consistent** The project includes development of RTA administration headquarters and bus maintenance facilities. Therefore, the project development would encourage compact urban form and mixed-use development.
TLU 6: Parking Management Motivate Downtown visitors to park once and walk or ride to multiple destinations, or use transit to get to and from downtown.	**Consistent** The project would provide for transit infrastructure that would contribute to meeting this goal by providing improved transit facilities and service.

Senate Bill 32

In late 2015, the California Supreme Court's Newhall Ranch decision confirmed that there are multiple potential pathways for evaluating GHG emissions consistent with CEQA, depending on the circumstances of a given project (*Center for Biological Diversity v. Department of Fish and Wildlife (2015) 62 Cal. 4th 204*). The decision also identified the need to analyze both near term and post-2020 emissions, as applicable, stating that an "EIR taking a goal-consistency approach to CEQA significance may in the near future need to consider the project's effects on meeting longer term emissions reduction targets." While not legally binding on local land use agencies, SB 32 extends the statewide AB 32 reduction goal, requiring the State to further reduce GHGs to 40 percent below 1990 levels by 2030, and Executive Order S-03-05 has set forth a long-term reduction target to reduce GHG emissions in California by 80 percent below 1990 level by the year 2050.

While the State has adopted the AB 32 Scoping Plan and multiple regulations to achieve the AB 32 year 2020 target, there is no currently adopted State plan to meet post-2020 GHG reduction goals. ARB is currently working to update the Scoping Plan to provide a framework for achieving the 2030 target set forth by SB 32 (ARB, 2015). As a result, State reduction strategies cannot be applied to the project to achieve long-term reductions. Achieving these long-term GHG reduction policies will require State and federal plans and policies for achieving post-2020 reduction goals. Placing the entire burden of meeting long-term reduction targets on local government or individual new development projects would be disproportionate and likely ineffective.

Given the recent legislative attention and judicial action regarding post-2020 goals and the scientific evidence that additional GHG reductions are needed through the year 2050, the Association of Environmental Professionals' (AEP) Climate Change Committee published a white paper in 2015 recommending that CEQA analyses for most land use development projects may continue to rely on current adopted thresholds for the immediate future (AEP, 2015). As such, for the GHG impacts resulting from development under the project, this analysis evaluates future conditions in the year 2020 based on consistency with the City's adopted Climate Action Plan.

Based on the findings in Table 9, the proposed project would be consistent with the City of San Luis Obispo Climate Action Plan. Impacts resulting for GHG emissions from the project would be **less than significant**.

8 Hazards and Hazardous Materials

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project have any of the following impacts?				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials	☐	☐	■	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment	☐	☐	■	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school	☐	☐	☐	■
d. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	■	☐
e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area	☐	☐	■	☐
f. For a project near a private airstrip, would it result in a safety hazard for people residing or working in the project area	☐	☐	☐	■
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan	☐	☐	■	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands	☐	☐	☐	■

Setting

Under Title 22 of the California Code of Regulations (CCR), the term "hazardous substance" refers to both hazardous materials and hazardous wastes. Both of these are classified according to four properties: toxicity, ignitability, corrosiveness, and reactivity (CCR Title 22, Chapter 11, Article 3). A hazardous material is defined as a substance or combination of substances that may cause or significantly contribute to an increase in serious, irreversible, or incapacitating illness, or may pose a substantial presence or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed. Hazardous wastes are hazardous substances that no longer have practical use, such as materials that have been discarded, discharged, spilled, or contaminated or are being stored until they can be disposed of properly (CCR Title 22, Chapter 11, Article 2, Section 66261.10). Soil that is excavated from a site containing hazardous materials is a hazardous waste if it exceeds specific CCR Title 22 criteria.

Factors that can influence the health effects when human beings are exposed to hazardous materials include the dose the person is exposed to, the frequency of exposure, the duration of exposure, the exposure pathway (route by which a chemical enters a person's body), and the individual's unique biological susceptibility.

Federal

Many agencies regulate hazardous substances. These include federal agencies such as the U.S. Environmental Protection Agency (U.S. EPA), the Occupational Safety and Health Administration (OSHA), the Department of Transportation, and the National Institute of Health. The following are federal laws and guidelines governing hazardous substances:

- Federal Water Pollution Control Act
- Clean Air Act
- Occupational Safety and Health Act
- Federal Insecticide, Fungicide, and Rodenticide Act
- Comprehensive Environmental Response Compensation and Liability Act
- Guidelines for Carcinogens and Biohazards
- Superfund Amendments and Reauthorization Act Title III
- Resource Conservation and Recovery Act
- Safe Drinking Water Act
- Toxic Substances Control Act

At the federal level, the principal agency regulating the generation, transportation and disposal of hazardous substances is the U.S. EPA, under the authority of the Resource Conservation and

Recovery Act (RCRA). The U.S. EPA regulates hazardous substance sites under the Comprehensive Environmental Response Compensation and Liability Act (CERCLA). Applicable federal regulations are contained primarily in Titles 29, 40, and 49 of the Code of Federal Regulations (CFR).

State

The California Environmental Protection Agency (CalEPA) and the Governor's Office of Emergency Services (OES) establish rules governing the use of hazardous substances. The State Water Resources Control Board (SWRCB) has primary responsibility to protect water quality and supply.

Applicable State laws include the following:

- Porter Cologne Water Quality Act
- Public Safety/Fire Regulations/Building Codes
- Hazardous Substance Control Law
- Hazardous Substances Information and Training Act
- Hazardous Substances Release Response Plans and Inventory Act
- Air Toxics Hot Spots and Emissions Inventory Law
- Underground Storage of Hazardous Substances Act

Within CalEPA, the Department of Toxic Substances Control (DTSC; formerly the Department of Health Services) has primary regulatory responsibility, with delegation of enforcement to local jurisdictions that enter into agreements with the state agency, for the generation, transportation and disposal of hazardous substances under the authority of the Hazardous Waste Control Law. State regulations applicable to hazardous substances are indexed in Title 26 of the CCR.

Discussion

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Construction of the proposed project would require the limited use of heavy machinery and construction equipment, such as a graders, front loaders, and dump trucks. The operation of these vehicles and machinery could result in a spill or accidental release of hazardous materials, including fuel, engine oil, engine coolant, and lubricants. Because the proposed project would require over one acre of grading and development, RTA would be required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ) to comply with Clean Water Act National Pollutant Discharge Elimination System (NPDES) requirements. Compliance with these requirements would include preparation of a Storm Water Pollution Prevention Plan (SWPPP), which would specify BMPs to quickly contain and clean up any accidental spills or leaks. Due to the medium-term construction period (approximately 12-18 months) and the moderate amount of construction equipment and associated hazardous materials to be used in construction of the proposed project, the potential for an accidental release of hazardous materials to harm the public or the environment would be low. This potential would be further reduced through compliance with applicable regulations.

Construction activities may also include the temporary transport, storage, and use of potentially hazardous materials including fuels, lubricating fluids, cleaners or solvents. The transport of such materials would be subject to federal, state and local regulations which would assure that risks associated with the transport of hazardous materials are minimized. In addition, construction

activities that transport hazardous materials would be required to transport such materials along designated roadways within the County, thereby limiting risk of upset.

Operational Activities

The proposed project is a bus maintenance facility that would require the routine transport, use, and disposal of potentially hazardous materials, such as batteries, oil, lubricants, paint, cleaning solvents, and other chemicals. Fueling of the fleet would occur on the project site utilizing liquid fuel (diesel and gasoline) facilities on-site. It is anticipated that the project would include a 7,000 gallon above-ground diesel tank and a 3,000 gallon above ground gasoline tank. As with many industrial activities, including those that are currently ongoing in surrounding industrial operations, that involve the storage and use of hazardous materials, on-site activity involving hazardous substances, and the transport, storage, handling of these substances, must adhere to applicable local, state, and federal safety standards, ordinances, or regulations, including a Hazardous Materials Business Plan (HMBP). Businesses that are engaged in the use, sale, storage, or transport of hazardous substances are monitored by various local (e.g., County of San Luis Obispo Environmental Health Services) and State (e.g., DTSC) entities. The facility would be required to store hazardous materials in designated areas with secondary containment designed to prevent accidental release into the environment. Potentially hazardous waste produced during operation would also be collected, stored and disposed of in accordance with applicable laws and regulations. The liquid fuel storage facilities and use on the site would also be subject to SLOAPCD Rule 424, *Storage and Transfer of Gasoline*, and the requirements therein preventing hazardous materials release into the environment.

Compliance with existing laws and regulations governing the transport, use, release and storage of hazardous materials and wastes, including the required SWPPP and HMBP, would reduce impacts related to exposure of the public or environment, including the nearby San Luis Obispo Creek, to hazardous materials to **less than significant.**

b. Would the project 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?

As discussed under Item a. above, existing regulations would ensure that hazardous materials would not be released into the environment during construction and operation of the project. As discussed under Item d. below, grading of the project site is not expected to encounter hazardous materials such as contaminated soil and groundwater that could then be released into the environment. Impacts would be **less than significant.**

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

Schools are defined as colleges, high schools, elementary schools, preschools, or nursery schools. The nearest schools to the project site are Laurus College and C.L. Smith Elementary School, both located approximately 1 mile from the project site. The project would not emit hazardous emissions or handle hazardous or acute hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Therefore, **no impact** would occur.

d. Would the project be located on a site included on a list of hazardous material 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?

Rincon Consultants conducted a database search utilizing Geo Tracker, which concluded that there are a number of hazardous material sites within a 1,000 foot radius of the project site. Table 10 provides information for each site.

Table 10 Cleanup Sites & Permitted Facilities within 1,000 Feet of 253 Elks Lane, San Luis Obispo

Site Name	Global ID	Facility ID	Site Type	Status	Address
Contractor's Glass Group	T0607900013	-	LUST Cleanup Site	Completed Case Closed	56 Prado Road
Corporation Yard	-	600027	Permitted Underground Storage Tank (UST)[1]	-	25 Prado Road
Prado Road Service	T0607900040	60-75	LUST Cleanup Site	Completed – Case Closed	253 Elks Lane
Waste Water Treatment Plant	T0607900164	70-75	LUST Cleanup Site	Completed – Case Closed	35 Prado Road

[1]Permitted UST data in GeoTracker is no longer being kept up-to-date by local permitted agencies.
Source: GeoTracker 2017

There is one hazardous material site, named Prado Road Service, located within the project site. The contaminant of concern was gasoline. Cleanup was completed and the case was closed in March of 1992. In addition to this site, there was another hazardous material site, the Waste Water Treatment Plant, located within 500 feet of the project site to the south. Cleanup was completed and the case was closed in March 1992. One active contaminated site exists roughly 1,600 feet north of the project site. This site is a low priority historical crude oil pipeline leak located along Elks Lane, adjacent to San Luis Obispo Creek that was discovered and subsequently contained in 1965. The SWRCB notes that the site is being monitored and may be appropriate for closure pending analytical data. As there are no known active sites near enough to affect the project site, and the project is located on a hazardous material site that has been cleaned up and closed, a **less than significant** impact would occur.

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

The project site is located about 1.5 miles northwest of the San Luis Obispo County Airport. As mapped in the existing *Airport Land Use Plan for the San Luis Obispo County Regional Airport* (ALUP), which was adopted by the County Airport Land Use Commission (ALUC) in 1973 and subsequently updated in 2002, 2004 and 2005, the project site is located within ALUP Safety Area S-1b (ALUP, Figure 3). Within this safety area, transportation uses and service uses, including offices, are considered compatible if the density is limited to no more than 50 persons per gross area with an approved Airport Compatible Open Space Plan (ACOS), and 40 persons per gross area without an approved ACOS) (ALUP, Table 7, Figure 7, and Land Use Compatibility Table[Section 5.3]). The proposed RTA project would employ 120 people in an area of 6.5 gross acres, for a density of approximately 20 persons per acre. The project would also involve the storage of diesel and gasoline

fuel for buses, but the amounts stored would be limited to use for RTA vehicles only and would be not be used for retail or wholesale distribution. The RTA project would not construct any new structures that would represent an obstruction to aircraft, and would not include excessive nighttime lighting or other features that would represent a unique hazard. The ALUC is in the process of updating the ALUP and the most current "Working Draft" was released in 2014. This "Working Draft" document also places the RTA project site in the S-1b Safety Area, and has similar compatibility criteria.

In December 2014, the City of San Luis (City) adopted an update to its Land Use and Circulation Element and Zoning Ordinance (collectively, LUCE). The update to the LUCE includes an Airport Overlay Zone that establishes its own compatibility criteria. The ALUC determined that the LUCE was inconsistent with the ALUP. Pursuant to Public Utilities Code Section 21676(b), the City subsequently overruled that determination by the ALUC as part of the City's adoption of the LUCE. The City's *Airport Land Use Compatibility Report* (used to justify the overrule) is found in Appendix F of the Final EIR for the LUCE update (City of San Luis Obispo 2014).

Finally, the City implements its LUCE policies through the zoning ordinance. The RTA site is within the Airport Overlay Zone, and the City would determine consistency with its airport compatibility criteria through review as provided in Chapter 17.57 of the zoning ordinance. The current (December 2016) terms and standards in the zoning ordinance place the RTA project site in the S-1b Safety Area, and would limit the non-residential (RTA employee) density to 200 persons per acre (San Luis Obispo Municipal Code Chapter 17.57, Table 10). Other provisions in the zoning ordinance would also ensure that the project would not cause any aviation hazards by virtue of its height, lighting, and other features. The proposed fuel storage for use by RTA vehicles would be allowed in the S-1b Safety Area under these provisions. The City is in the process of revising its zoning ordinance to bring the terminology up to date and to incorporate the provisions of the City's *Airport Land Use Compatibility Report*, but the basic standards and criteria would not change.

In summary, the RTA project is expected to be compatible with airport planning standards and criteria currently in place in the City of San Luis Obispo. It would also likely be determined to be consistent with similar criteria by the ALUC, even though those more restrictive criteria do not apply in this situation. For these reasons, the project would have a **less than significant** impact with respect to airport safety and compatibility standards.

f. For a project near a private airstrip, would it result in a safety hazard for people residing or working in the project area?

There are no private airstrips near the project site that would result in a safety hazard for people residing or working in the project area. **No impact** would occur.

g. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The proposed project would not involve the development of structures that could potentially impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The design of new access points would be reviewed and approved by the City of San Luis Obispo Fire Department to ensure that emergency access meets City standards. Additionally, in the event of a declared emergency associated with radiation release at the Diablo Canyon Power Plant, RTA would assist with evacuation efforts by providing transportation services. The project would result in easier bus access from RTA headquarters to primary transportation

routes in the region by siting the project adjacent to U.S. 101 and, thus, aid in emergency response and evacuation. Therefore, impacts would be **less than significant.**

h. Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

The project site is surrounded by urban development and no wildlands are in the vicinity of the project site according to the City's General Plan Safety Element (2012). Therefore, **no impact** would occur.

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9 Hydrology and Water Quality

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project have any of the following impacts?				
a. Violate any water quality standards or waste discharge requirements	☐	☐	■	☐
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering or the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)	☐	☐	■	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	☐	☐	■	☐
d. Substantially alter the existing drainage pattern of the site or area, including the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or offsite	☐	☐	■	☐
e. Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff	☐	☐	■	☐
f. Otherwise substantially degrade water quality	☐	☐	■	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
g. Place housing in a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map	☐	☐	☐	■
h. Place structures in a 100-year flood hazard area that would impede or redirect flood flows	☐	☐	■	☐
i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including that occurring as a result of the failure of a levee or dam	☐	☐	■	☐
j. Result in inundation by seiche, tsunami, or mudflow	☐	☐	☐	■

Setting

The San Luis Obispo Creek Watershed drains an area of approximately 94 square miles, including the City of San Luis Obispo and its surrounding hills, mountains, and valleys. San Luis Obispo Creek (SLO Creek) originates in the Cuesta Grade area north of San Luis Obispo at an elevation of about 2,400 feet above sea level, in the western slopes of the Santa Lucia Range. The creek flows south through the City, at about 200 feet above sea level, adjacent to U.S. 101 until it reaches the southern extent of the Irish Hills where it veers west to the ocean (City of San Luis Obispo 2003) eventually discharging at San Luis Bay, near the community of Avila Beach. The City of San Luis Obispo covers an area of approximately 9.5 square miles near the center of the watershed, with the remaining watershed area under San Luis Obispo County jurisdiction (SLO Creek Waterway Management Plan, Volume I, 2003).

According to the San Luis Obispo Waterway Management Plan (WMP), average seasonal precipitation in the City of San Luis Obispo is approximately 9.4 inches. Because the City is part of a coastal watershed, it is subject to wide ranges in precipitation from periods of drought, to unusually wet winters, and occasional short duration very high intensity storms.

Water Quality

The protection of water quality within San Luis Obispo County is under the jurisdiction of the Central Coast Regional Water Quality Control Board (CCRWQCB). The CCRWQCB establishes requirements that prescribe the discharge limits and establish water quality objectives through the *Water Quality Control Plan for the Central Coast Basin* (Basin Plan; CCRWQCB 2016). According to the CCRWQCB, San Luis Obispo Creek is on the 2010 Clean Water Act Section 303(d) list of impaired waters for pathogens. Urban stormwater runoff and agricultural runoff are identified as the primary sources of pathogens to the creek. To address pathogen levels the CCRWQCB adopted a Total Maximum Daily Load (TMDL) for pathogens in the San Luis Obispo Creek, which went into effect July 2005. In 2010,

two San Luis Obispo Creek tributaries, Stenner Creek and Prefumo Creek, were added to the TMDL as impaired waters for pathogens. The TMDL implementation schedule calls for achieving water quality standard pathogen levels in San Luis Obispo Creek and its tributaries by 2015. A water quality report created in 2013 stated that TMDL targets for pathogens in San Luis Obispo Creek were not being met in the urban boundary and downstream of the urban boundary. The City of San Luis Obispo is tasked to evaluate implementation of additional stormwater management practices to reduce and/or eliminate bacteria discharge associated with the tunnelized portion of San Luis Obispo Creek (CCRWQCB, Report Card, 2013). The project site is roughly 500 feet from the San Luis Obispo Creek at its closest point.

Groundwater quality in the San Luis Obispo Groundwater Basin has been reduced in part due to the degradation of surface waters in San Luis Obispo Creek. Groundwater in the unconfined aquifers within the basin contains high levels of nitrates, iron, manganese, and organic compounds.

Groundwater and Water Supply

The City of San Luis Obispo has been the sole purveyor of water within the City limits. This has allowed the City to maintain uniformity of water service and distribution standards, and to be consistent in developing and implementing water policy.

The City Utilities Department annually prepares a Water Resources Status Report to provide the City Council and interested members of the community with an annual update of the status of existing water resources, as well as water supply projects being pursued to meet the community's needs. The City currently has five sources of water: the Salinas Reservoir, Whale Rock Reservoir, Nacimiento Reservoir, recycled water, and groundwater. The City's water supply is primarily obtained through reservoirs, with only two percent of the total supply obtained by groundwater (City of San Luis Obispo Utilities Website, 2016). Water conservation programs are also an effective "source" of water supply and are a major focus of the City's Utilities Department. Additional projects are also underway to help secure future water sources, such as the Nacimiento Pipeline Project.

Each of the City's water sources has a safe annual yield associated with that source. A conjunctive use model has also determined the safe annual yield of all sources used strategically together. Safe annual yield is defined as the amount of water that can be utilized consistently and reliably over an extended period of time. The extended period of time must be long enough to establish patterns that would include a worst-case drought scenario.

Based on available information, the drought of 1986-1991 is the period that defines the safe annual yield of the City's water resources. The adopted safe annual yield of the City's combined water supply for 2015 is estimated at 10,005 acre-feet per year (AFY), which takes into account annual estimated reductions due to siltation at the reservoirs (City of San Luis Obispo Water Resources Status Report 2015). The safe annual yield is used to determine whether the City has sufficient water supplies to meet the demands of existing development and development allowed under the General Plan.

Drainage and Flooding

Flooding is the accumulation of water or excess water from a stream, river, lake, reservoir, or coastal body of water overflows onto adjacent floodplains where usually no water occurs. Floodplains are lowlands adjacent to water bodies and floods are natural events. In San Luis Obispo,

the most common type of flooding event is riverine flooding, also known as overbank flooding. In addition to riverine flooding, the City is susceptible to flash flooding. Flash floods generally involve a rapid rise in water level, high velocity water flows, and large amounts of debris which can lead to significant damage (SLO City Local Hazard Mitigation Plan, 2014).

Flooding within the San Luis Obispo Creek system is generally caused by intense Pacific storm systems that occur during the months of December, January, February, and March. The great topographic variability of the watershed causes these systems to drop large amounts of precipitation, especially along the higher ridgelines. The steepness of the upper watershed, shallow soil, low vegetation, and typically short-duration, intense rainfall pattern result in quickly moving water flows yielding high peak flows that drop quickly back to winter base flow levels once intense rainfall ceases.

The segment of SLO Creek running from Marsh Street Bridge to Prado Bridge, roughly 500 feet east of the project site at its closest point, is a flood prone section of the creek (SLO Creek Waterway Management Plan, Volume I, 2003). According to the Federal Emergency Management Agency (FEMA) Flood Map Service Center, the project site is located within a 100-year floodplain as identified by FEMA Special Flood Hazard Area hazard Zone AE (City of San Luis Obispo, 2014). The 100-year floodplain depicts likely locations to be inundated at one percent annual chance flood. This means that there is a one percent chance every year for the project site and surrounding area to flood.

Discussion

a. Would the project violate any water quality standards or waste discharge requirements?

As with all land development, the proposed bus maintenance facility could potentially generate polluted runoff during rainfall, both during construction and as a part of normal operations. The project would include one new two-story building and a parking lot to accommodate fleet and employee vehicles. The parking lot, which may hold particulate matter, residual hydrocarbons, persistent organic pollutants, and other substances transported to the facility via bus exteriors or tires, would contaminate water that moves across its impervious surface and generate polluted runoff. There are two statewide general permits related to controlling pollutants in stormwater runoff, one for construction activities and another for completed projects of an industrial nature. These are summarized in the following paragraphs.

Because construction of the proposed project would disturb more than one acre, the project is subject to the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities, Order No. 2012-0006-DWQ (Construction General Permit). The Construction General Permit requires development of a construction Stormwater Pollution Prevention Plan (SWPPP) and implementation of Best Management Practices (BMPs) to prevent polluted runoff from leaving the construction site.

Once completed, the project may be covered under the NPDES Statewide General Permit for Stormwater Discharges Associated with Industrial Activities, Order No. 2014-0057-DWQ (Industrial General Permit) from the State Water Resources Control Board. The Industrial General Permit requires facility operators to eliminate unauthorized non-stormwater discharges, develop and implement an operational stormwater pollution prevention plan (SWPPP), and perform monitoring of stormwater discharges and authorized non-stormwater discharges. Finally, development of a Stormwater Management Plan (SWMP) would be required to outline how the project would implement CCRWQCB Post-Construction Requirements (Resolution No. R3-2013-0032) to comply

with the statewide Phase II Municipal General Permit. The Post-Construction Requirements generally require runoff reduction, water quality treatment, runoff retention, and post-development peak flow management.

The City of San Luis Obispo would provide water and wastewater services to the project. For any industrial discharges to the City wastewater system, review and approval of a separate discharge permit to protect treatment plant functioning and local water quality would be required (Sections 13.08.040 and 13.08.080 of the City Code). For example, if a bus washing station is incorporated into the project, City approval of the design and treatment of any wastewater would be required prior to approval to connect to the City wastewater collection system.

In summary, the project has the potential to affect water quality through pollutant discharges in stormwater runoff during construction and operation, and through discharges to the City wastewater system. Each of these potential discharges is covered by existing regulations and permit requirements that would apply to the project, including requirements to supply appropriate noticing, planning and design documents, and compliance monitoring to the State Water Resources Control Board, CCRWQCB, and City of San Luis Obispo. For these reasons, the potential effects on water quality are considered **less than significant.**

b. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering or the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?

The project site is mostly vacant with a small building and attached parking lot identified as a local U-Haul dealer. The project would introduce impervious surfaces over most of the site, including rooftops and paved parking areas. These impervious areas would reduce the infiltration capacity of the project site, which would reduce or slow groundwater recharge by a small amount. However, the effect on groundwater levels would not be measurable because both the surface flow in San Luis Obispo Creek and recharge from the large agricultural and open space in and around the City have a much larger effect in the area. The project would not use groundwater for its water supply. The proposed project would receive potable water from the City of San Luis Obispo, which obtains most of its water supply from surface reservoirs, and only about two percent from groundwater. In addition, RTA would seek use of recycled water for landscaping and possible bus wash needs. For these reasons, the project effect on groundwater supplies and recharge would be **less than significant.**

c. Would the project substantially alter the existing drainage pattern of the site or area, including by altering the course of a stream or river, in a manner that would result in substantial erosion or siltation on or offsite?

d. Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or offsite?

Development of the project would not alter the course of a stream or river or result in substantial erosion or siltation on or offsite. The closest stream is San Luis Obispo Creek, which runs north to south, east of the project site, roughly 500 feet away at its closest point. The project would alter the existing drainage pattern on the project site through re-grading and soil import to raise the proposed building's ground elevations to be above the existing 100-year floodplain. The issue of

flooding is discussed below in issues g. and h. The effects of the project with respect to drainage patterns would be **less than significant.**

e. Would the project create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

The project would increase the volume of stormwater runoff from the site, but would be within the capacity of the City stormwater system. Potential releases of pollutants in stormwater runoff would be controlled through standard requirements that apply to construction activities and post-construction operations, as described in issue a. above. The effect of the project would be **less than significant.**

f. Would the project otherwise substantially degrade water quality?

Construction and operation of the project site would alter the rate, volume, and quality of stormwater runoff. As discussed in issue a. above, compliance with applicable general permits and discharge orders related to stormwater management would serve to minimize any effects and thus impacts would be **less than significant**.

g. Would the project place housing in a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map?

Based on the Flood Insurance Rate Map (FIRM) published by FEMA (Map Number 06079C1068G, revised November 16, 2012) the project site is located in the mapped 100-year floodplain for San Luis Obispo Creek. The project does not involve housing and would have no residential uses. For this reason it would not place any housing within the 100-year flood hazard area and there would be **no impact**.

h. Would the project place in a 100-year flood hazard area structures that would impede or redirect flood flows?

The project is subject to the regulatory requirements of FEMA and the City of San Luis Obispo. In February 2017, Cannon Associates prepared the *RTA Maintenance Facility – Preliminary Floodplain Impact Analysis* using the City's Questa hydraulic model for the San Luis Obispo Creek system (Appendix D). In April 2017, Cannon also prepared a supplemental memorandum to the *Preliminary Floodplain Impact Analysis* for the project using the San Luis Ranch (SLR) development project Conditional Letter of Map Revision (CLOMR) hydraulic model (Appendix D). The following discussion summarizes the applicable requirements and presents the pre- and post-project floodplain conditions modeling results provided in these technical reports by Cannon Associates.

FEMA Requirements

The FEMA requirements relative to floodplain management are found in the Code of Federal Regulations (CFR) Title 44 Parts 59 and 60. They address both design specifications, in terms of how a project is sited in and may affect floodwaters, and review and performance requirements. In very brief terms, the FEMA requirements include the following:

> 60.3(c)(3) – new construction of non-residential structures must (i) have the lowest floor (including basement) elevated to or above the base flood level or, (ii)… be designed so that below the base flood level the structure is watertight…[and meet other requirements related to hydrostatic and hydrodynamic loading]

> 60.3(c)(10) – …until a regulatory floodway is designated…no new construction shall be permitted…unless it is demonstrated that the cumulative effect of the proposed development, when combined with all other existing and anticipated development, will not increase the water surface elevation of the base flood more than one foot at any point within the community.

Beyond these basic design requirements for managing development within flood prone areas, the FEMA standards and procedures also require reviews to determine susceptibility to mudslides or similar instability related to flooding, and the potential to aggravate erosion hazard on the project site or on other properties.

City of San Luis Obispo Requirements

The general requirement in the City of San Luis Obispo municipal code (Section 17.84.050.F.1) is that the cumulative effect of any proposed development, when combined with all other development, will not increase the water surface elevation of the base flood more than one foot at any point within the City of San Luis Obispo. This requirement is consistent with FEMA standard for areas where a regulatory floodway has not been defined.

The project site is also within a "Special Floodplain Management Zone" in the City's *Drainage Design Manual* (San Luis Obispo February 2003:Figure 3-1). For this area, the municipal code (Section 17.84.050.F.2) requires use of the City *Drainage Design Manual* standards, if those standards are more stringent than other provisions within the code. Section 3.5.3 of the *Drainage Design Manual* requires:

- The project shall not cause the 100-year flood elevation to increase more than 2.5 inches
- The project shall not cause stream velocities to increase more than 0.3 feet per second (ft/s)
- The project shall not cause a significant net decrease in floodplain storage volume unless several exceptions are met.

Since these *Drainage Design Manual* standards are more stringent than other City requirements, they apply to this project.

Effects of the Project

According to the *Preliminary Floodplain Impact Analysis* and Questa modeling data, the project would cause a maximum rise in the 100-year flood water surface elevation of 2.0 inches. As such, the project would not result in an exceedance of the City's Drainage Design Manual limit of an increase in 100-year flood elevation of no more than 2.5 inches. The project would result in an increase of the 100-year flood flow velocity of up to 1.39 ft/s, exceeding the City's stream velocity flow limit of 0.3 ft/s.

Similarly, according to the supplemental memorandum to the *Preliminary Floodplain Impact Analysis* and the SLR CLOMR modeling data, the project would not cause a rise in the 100-year flood water surface elevation and, therefore, would not exceed the City's Drainage Design Manual limit of an increase in 100-year flood elevation of no more than 2.5 inches. However, the project would result in an increase of the 100-year flood flow velocity of up to 2.0 ft/s, exceeding the City's stream velocity flow limit of 0.3 ft/s.

Although post-project conditions would exceed the City's stream velocity flow limit, the predicted velocities would be at non-erosive levels and would be limited to cross-sections on the project site itself. These would be parking areas where the surfaces would generally not be subject to erosion. Stream flow velocities at cross-sections beyond the project site would be within the City's

standards. Accordingly, the City has determined that the project would not result in an increase in water surface elevations or stream flow velocities such that it would impede or redirect flood flows.

Additionally, regardless of the pre- and post-project floodplain modeling approach, the project would not result in an exceedance of the FEMA limit of no more than a one foot increase in the water surface elevation of the base flood of at any point. Also consistent with the FEMA requirements, the lowest floor of the proposed building would be elevated above the base flood level. Therefore, impacts to the 100-year floodplain would be **less than significant**.

i. Would the project expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

Potential flooding in the 100-year floodplain of San Luis Obispo Creek is discussed in issue h) above. The project is not located within an area that would be impacted by flooding which occurs as a result of the failure of a levee or dam. Thus, with respect to this issue the potential effects would be **less than significant**.

j. Would the project result in inundation by seiche, tsunami, or mudflow?

The project site is not located near large bodies of water and therefore is not at risk of inundation by seiche. The project site is not located within a tsunami inundation area as shown on the California Emergency Management Agency's Tsunami Inundation Map, and therefore would not be subject to inundation by tsunami (CalEMA 2009). Lastly, due to the generally flat topography of the project site and adjacent areas, the project site would not be subject to inundation by mudflow. For these reasons, the effects of or on the project from seiche, tsunami, or mudflows would be **less than significant**.

10 Land Use and Planning

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project have any of the following impacts?				
a. Physically divide an established community	☐	☐	☐	■
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect	☐	☐	■	☐
c. Conflict with an applicable habitat conservation plan or natural community conservation plan	☐	☐	☐	■

Discussion

a. Would the project physically divide an established community?

The project site is located on existing parcels in an area surrounded by development. Implementation of the proposed project would continue the existing development pattern in the area, and would not cut off connected neighborhoods or land uses from each other. No new roads, linear infrastructure or other development features are proposed that would divide an established community or limit movement, travel or social interaction between established land uses. The project will not physically divide an established community; therefore, **no impact** would occur.

b. Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

The project site is designated "Office" in the City of San Luis Obispo *General Plan, Chapter 1 Land Use* (San Luis Obispo City June 2014:Figure 3 Land Use Diagram). The site is also part of a "Social Services Area" (San Luis Obispo City June 2014:Figure 5) Policy 3.5.1 of the Land Use Element describes this area, saying "Government social services and the regional offices of state and federal agencies should be near the intersections of South Higuera Street, Prado Road, and Highway 101." Policy 5.5.1 also provides for the grouping of government offices that provide similar types of services. The City transit bus garage is located across Prado Road from the RTA property, within the larger City-owned land containing the Water Resources Reclamation Facility and other City offices. Finally, this area is also part of the "Sunset Drive-In Theater Prado Road Area" special focus area described in Section 8.9 of the Land Use Element. Within this area, it is recognized that the CAPSLO

homeless services center will be developed, and that flooding from San Luis Obispo Creek, the existence of active agricultural uses, and the future Prado Road bridge over US Highway 101 all pose additional constraints. The site is also located in safety zones 4 and 6 as defined in the City of San Luis Obispo *Airport Land Use Compatibility Report*. These issues are all addressed elsewhere in this Initial Study, and the design of the proposed RTA facility has taken these issues into account.

The project site is zoned Office with a Planned Development overlay (O-PD). Allowable uses are set forth in Table 9 of the zoning ordinance, and for the Office zone include: Office – Production and administrative, and Office – Professional. While the proposed RTA project would also include bus parking and maintenance activities, those uses would be incidental to the primary office use and would not provide retail activities or services involving parking and vehicle maintenance. The Planned Development overlay, which applies to the project, allows for design flexibility and may allow for combining and interpreting the uses within the project, as described in Section 17.50.020.D of the zoning ordinance. There is a normal height limit of 25 feet in the O zone, which can be extended to 35 feet with the approval of an administrative use permit. Any additional height, or difference in allowable uses or variance in other standards require approval of a use permit by the City Planning Commission as provided in Section 17.58.030.B of the zoning ordinance.

In summary, the proposed RTA facility would be consistent with applicable policies from the Land Use Element, and would be compatible with existing and future uses in the vicinity. It would also be consistent with applicable requirements of the City zoning ordinance, and is expected to require approval of a conditional use permit by the City Planning Commission. That review and approval may also include more specific conditions to help improve compatibility and land use consistency for the project.

With the approval of a Planning Commission Use Permit for the parking of buses at the facility, a **less than significant impact** would occur.

c. Would the project conflict with an applicable habitat conservation plan or natural community conservation plan?

The project site is not located within any adopted habitat conservation plan or natural community conservation plan. There would be **no impact.**

11 Mineral Resources

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project have any of the following impacts:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	■
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	■

Discussion

a. Would the project 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?

The project site does not contain or lie immediately adjacent to a known mineral resource that would be of value to the region or the state. According to the USGS Mineral Resources On-Line Spatial Data map, the nearest site holding a mineral resource of importance is the Rocky Canyon Quarry, which is located more than sixteen miles north of the project site. This mine is a source of construction aggregates. As the project would not result in the loss of availability of a known mineral resource of value, **no impact** would occur.

b. Would the project 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?

The City's Open Space and Conservation Element indicates that in the past quarries and mines in the San Luis Obispo area produced basaltic stone for masonry, "red rock" for road base and surfacing, and cinnabar, an ore of mercury. No quarry or mine operations are expected to be reactivated or initiated. As mentioned above under Item a., Rocky Canyon Quarry is the only mineral resource recovery site in the vicinity delineated in the USGS Mineral Resources On-line Spatial Data map. As the project would not impact Rocky Canyon Quarry, which is over sixteen miles north of the site, **no impact** would occur.

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12 Noise

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in any of the following impacts?				
a Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies	☐	☐	■	☐
b Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels	☐	☐	■	☐
c A substantial permanent increase in ambient noise levels above those existing prior to implementation of the project	☐	☐	■	☐
d A substantial temporary or periodic increase in ambient noise levels in the project vicinity above those existing prior to implementation of the project	☐	■	☐	☐
e For a project located in 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	☐	☐	■	☐
f For a project near a private airstrip, would it expose people residing or working in the project area to excessive noise	☐	☐	☐	■

Setting

Background Noise Information and Terminology

Sound is described in terms of the loudness or volume (amplitude) and frequency (pitch) of the sound waves moving through the air. Noise is typically defined as unwanted sound that interferes with normal activities or otherwise diminishes the quality of the environment. Community noise levels are typically measured in decibels using the A-weighted frequency distribution that accounts for the sensitivity of the human ear (dBA). An equivalent noise level (Leq) is the average noise level

on an energy basis for a specific time period. Thus, whenever measurements or standards are expressed as Leq, the time period must be stated or clearly understood. The duration of noise and the time of day at which it occurs are important factors in determining the effect of noise on communities. The Community Noise Equivalent Level (CNEL) and Day-Night Average Level (Ldn) are based on Leq values over a 24-hour period, and account for the time of day and duration of noise generation. These indices are time-weighted average values equal to the amount of acoustic energy equivalent to a time-varying sound over a 24-hour period. The Ldn value includes an adjustment or "penalty" of 10 dBA during nighttime hours (10:00 p.m. to 7:00 a.m.) to account for the added nuisance of noise during this period. The CNEL uses the same approach, but also includes a smaller adjustment during evening hours (7:00 p.m. to 10:00 p.m.). Numerically, Ldn and CNEL values are very similar and the two terms are often interchanged.

Vibration is sound radiated through the ground. The rumbling sound caused by the vibration of room surfaces is called groundborne noise. The ground motion caused by vibration is referenced as vibration decibels (VdB). The range of interest for groundborne vibration is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings (FTA 2006:Section 7.2.1). The vibration velocity level threshold of perception for humans is approximately 65 VdB. Most perceptible indoor vibration is caused by sources inside buildings such as the operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. Table 11 shows typical peak vibration levels associated with various types of heavy construction equipment (FRA, 2012). Peak vibration levels associated with the use of individual pieces of heavy equipment can range from about 52 to 87 VdB at 50 feet from the source, depending upon the types of equipment in operation at any given time and phase of construction (FHWA, 2006:page 7-5)).

Table 11 Typical Vibration Levels for Construction Equipment

	Approximate VdB			
Equipment	**25 Feet**	**50 Feet**	**75 Feet**	**100 Feet**
Pile Driver (vibratory)	93	87	83	81
Large Bulldozer	87	81	77	75
Caisson Drilling	87	81	77	75
Loaded Truck	86	80	76	74
Jackhammer	79	73	69	67
Small Bulldozer	58	52	48	46

Source: Federal Railroad Administration [FRA], 2012. These values are also consistent with those in FTA May 2006:Table 12-2)
The vibration levels at 50, 75, and 100 feet were calculated based on FRA referenced levels at 25 feet using FRA procedure.

Sensitive Noise Receptors

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Single- and multi-family residences, schools, libraries, medical facilities, retirement/assisted living homes, health care facilities, and places of worship are most sensitive to noise intrusion and therefore have more stringent noise exposure targets than commercial or

agricultural uses that are not subject to impacts such as sleep disturbance, disruption of conversations, lectures or sermons, or decreased attractiveness of exterior use areas, such as patios, backyards, or parks. Of particular concern is exposure of sensitive receptors to long-term elevated interior noise levels and sleep disturbance, which can be associated with health concerns.

The nearest existing sensitive noise receptor to the project site is the Sunset Drive-In Theater, in the City's Community Commercial land use, with parking/exterior use areas approximately 50 feet from the project site boundary and 250 feet from the northern end of the proposed building. The residential use at the base of the screen is about 400 feet from the northern end of the proposed building. Two single-family residences are located approximately 250 east of the site, and mobile home park residences are located approximately 0.25 mile (1,350 feet) east of the site and 0.20 mile (1,000 feet) north of the site.

The CAPSLO Homeless Services Center is being developed on the parcel immediately to the east of the project site and will be completed by the time the new RTA facility is built. The nearest wing of this building, which would include temporary sleeping quarters, would be located approximately 26 feet from the proposed RTA maintenance building. This use is similar to transient lodging, and is considered equivalent to residential uses as a sensitive noise receptor. The CAPSLO building itself, would serve as an intervening structure or noise barrier that would tend to shield the lodging uses in the east side of the building, and the residential use offsite to the east, from noise originating from the RTA operations.

Regulatory Setting

Noise from motor vehicles is regulated by the State of California through enforcement of noise standards contained in the Motor Vehicle Code. The standard applicable to buses is the noise limit for vehicles with a manufacturer's gross vehicle weight rating over 10,000 pounds, which is 80 dBA. This is the maximum noise level that must not be exceeded by a vehicle at a distance of 50 feet from the centerline of the road under standard test procedures (12 CVC Section 27200-27204) Vehicle registration with the State Department of Motor Vehicles is the means through which the noise standard is enforced. Recent research has shown that conventional bus noise levels may actually be incrementally lower, with measured pass-by sound levels of between 76 and 77 dBA at a distance of 50 feet (Rossa and Staiano, 2007).

According to State law, a noise element is a required component of all city and county general plans. The City of San Luis Obispo General Plan Noise Element uses modified land use compatibility standards recommended by the California Department of Health Services. The City's maximum noise exposure standards for noise-sensitive land uses (specific to transportation noise sources) are shown in Table 12.

Table 12 Maximum Noise Exposure for Noise-Sensitive Land Use Areas

	Outdoor Activity Areas[1]	Interior Spaces	
Land Use	Ldn[2] or CNEL	Ldn[2] or CNEL	Leq[3]
Residences, hotels, motels, hospitals, nursing homes	60	45	--
Theaters, auditoriums, music halls	--	--	35
Churches, meeting halls, office building, mortuaries	60	--	45
Schools, libraries, museums	--	--	45
Neighborhood Parks	65	--	--
Playgrounds	70	--	--

[1] If the location of outdoor activity areas is not shown, the outdoor noise standard shall apply at the property line of the receiving land use
[2] Ldn (day-night average sound level) is the energy-averaged sound level measured over a 24-hour period, with a 10-dB penalty assigned to noise events occurring between 10:00 PM and 7:00 AM and a 5-dB penalty assigned to noise events occurring between 7:00 PM and 10 PM.
[3] Leq (equivalent sound level) is the constant or single sound level containing the same total energy as a time-varying sound, over a certain time. If the location of outdoor activity areas is not shown, the outdoor noise standard shall apply at the property line of the receiving land use.
Source: City of San Luis Obispo General Plan, Noise Element 1996:Table 1

The City requires that noise generated by new stationary sources be mitigated so as not to exceed the exposure standards shown in Table 12 for noise-sensitive uses, as measured at the property line of the receiver. The City's Noise Element lists mitigation strategies in a descending order of preference. If preferred strategies are not implemented, it is the responsibility of the project applicant to demonstrate through a detailed noise study that the preferred approaches are either not effective or not practical, before considering other design criteria described in the General Plan. The City considers the following mitigation measures appropriate where existing sound levels significantly impact noise-sensitive land uses, or where cumulative increases in sound levels resulting from new development significantly impact existing noise-sensitive land uses:

1. Rerouting traffic onto streets that can maintain desired levels of service, consistent with the Circulation Element, and which do not adjoin noise-sensitive land uses.
2. Rerouting trucks onto streets that do not adjoin noise-sensitive land uses.
3. Constructing noise barriers.
4. Reducing traffic speeds through street or intersection design methods.
5. Retrofitting buildings with noise-reducing features.
6. Establishing financial programs, such as low-cost loans to owners of a noise-impacted property, or developer fees to fund noise-mitigation or trip-reduction programs.

The City's maximum noise exposure standards for noise-sensitive land uses (specific to stationary noise sources) are shown in Table 13.

Table 13 City Maximum Noise Exposure for Noise-Sensitive Land Use Areas Due to Stationary Noise Sources

	Daytime (7:00 AM to 10:00 PM)	Nighttime (10:00 PM to 7:00 AM)
Hourly Leq in dB [1, 2]	50	45
Maximum level in dB [1, 2]	70	65
Maximum impulsive noise in dB [1, 3]	65	60

[1.] As determined at the property line of the receiver. When determining effectiveness of noise mitigation measures, the standards may be applied on the receptor side of noise barriers or other property-line noise mitigation measures.
[2.] Sound level measurements shall be made with slow meter response.
[3.] Sound level measurements shall be made with fast meter response.
Source: City of San Luis Obispo General Plan Noise Element, 1996:Table 2.

The City's Municipal Code (§9.12.060) specifies noise standards for various categories of land use. These limits, shown in Table 14, would apply to long-term operation of the site, and are not applicable during construction. As shown in Table 15, these noise level standards are not to be exceeded more than 30 minutes in any one hour and noise levels are prohibited from exceeding the noise level standard plus 20 dBA for any period of time.

Table 14 City of San Luis Obispo Municipal Code Exterior Noise Limits (Levels not to be exceeded more than 30 minutes in any hour)

Zone	Time	Applicable Limit Thirty Minutes in any Hour Average Sound Level (Decibels)
Low & Medium Density Residential (R-1 & R-2) Conservation/Open Space (C/OS)	7 AM to 10 PM 10 PM to 7 AM	55 50
Medium-High & High Density Residential (R-3 & R-4)	7 AM to 10 PM 10 PM to 7 AM	55 55
Office (O), Public Facility (PF) and Ltd. Commercial	7 AM to 10 PM 10 PM to 7 AM	60 55
Neighborhood Commercial (C-N), Retail Commercial (C-R), Community Commercial (C-C), Tourist Commercial (C-T)	7 AM to 10 PM 10 PM to 7 AM	65 60
Service Commercial (C-S), Light Industrial	Any Time	70
Manufacturing (M), Heavy Industrial	Anytime	75

Source: City of San Luis Obispo, Municipal Code Section 9.12.060

Table 15 Maximum Time Periods for Increased Noise Levels

Noise Standard for Existing Land Use	Maximum Time Period Allowed
+0 dBA	30 minutes/hour
+5 dBA	15 minutes/hour
+10 dBA	5 minutes/hour
+15 dBA	1 minute/hour
+20 dBA	Any time

Source: City of San Luis Obispo Municipal Code Section 9.12.060

Table 16 and Table 17 show the City's maximum allowable noise levels for short-term operation of mobile equipment and long-term operation of stationary equipment at residential properties. Where technically and economically feasible, the City requires that construction activities that use mobile or stationary equipment which may result in noise at residential properties be conducted so that maximum sound levels from mobile equipment at affected properties would not exceed 75 dBA for single-family residential, 80 dBA for multi-family residential, and 85 dBA for mixed residential/commercial land uses (Municipal Code 9.12.050). Except for emergency repair of public service utilities, or where an exception is issued by the City Community Development Department, the City prohibits operation of tools or equipment used in construction, drilling, repair, alteration, or demolition work daily between the hours of 7:00 PM and 7:00 AM, or any time on Sundays or holidays, such that the sound creates a noise disturbance across a residential or commercial property line.

Table 16 Maximum Noise Levels for Nonscheduled, Intermittent, Short-Term Operation (Less than 10 Days) of Mobile Equipment at Residential Properties

Zoning Category	Time Period	Noise Level (dBA)
Single-Family Residential	Daily 7:00 AM to 7:00 PM, except Sundays and legal holidays	75 dBA
Multi-Family Residential		80 dBA
Mixed Residential/Commercial		85 dBA
Single-Family Residential	7:00 PM to 7:00 AM, all day Sunday and legal holidays	50 dBA
Multi-Family Residential		55 dBA
Mixed Residential/Commercial		60 dBA

Source: City of San Luis Obispo Municipal Code, Section 9.12.050.B.6

Table 17 Maximum Noise Levels for Repetitively Scheduled, Relatively Long-Term Operation (10 Days or More) of Stationary Equipment at Residential Properties

Zoning Category	Time Period	Noise Level (dBA)
Single-Family Residential	Daily 7:00 AM to 7:00 PM, except Sundays and legal holidays	60 dBA
Multi-Family Residential		65 dBA
Mixed Residential/Commercial		70 dBA
Single-Family Residential	7:00 PM to 7:00 AM, all day Sunday and legal holidays	50 dBA
Multi-Family Residential		55 dBA
Mixed Residential/Commercial		60 dBA

Source: City of San Luis Obispo Municipal Code, Section 9.12.050.B.6.

Existing Noise Setting

The dominant noise source in the project vicinity is traffic along US Highway 101, which is located 200 feet west of the project site. The City of San Luis Obispo *Noise Element* (San Luis Obispo May 1996:Figures 4 and 5) show that the western portion of the RTA project site extends into the 70 dBA contour of the CNEL associated with the highway, and the entire project site is within the 65 dBA CNEL noise contour. Traffic on South Higuera Street, Elks Lane, and Prado Road also contribute to noise levels in the vicinity. The project site and adjacent uses are located approximately one mile west of the nearest point of the 60 dBA CNEL contour associated with the San Luis Obispo Airport. Aircraft noise occurs infrequently in the project vicinity, and does not represent a substantial noise source.

To estimate existing ambient noise levels in the vicinity of the site, Rincon took two 15-minute noise measurements near the project site on March 3, 2017. An ANSI Type II integrating sound level meter was used to take the measurements (see Appendix E for noise measurement data). The results of the noise measurements are shown in Table 18, and are consistent with expected daytime noise levels in the vicinity of US Highway 101.

Table 18 Noise Monitoring Results

Measurement Number	Measurement Location	Primary Noise Source	Sample Time	Leq [15] (dBA)
1	Elks Lane – adjacent to Elks Lane RV lot, across roadway from southwestern corner of cemetery	Traffic on Elks Lane	2:36 to 2:51 p.m.	65
2	Prado Road – across roadway from Contractor's Glass storefront	Traffic on Prado Road	3:00 to 3:15 p.m.	68

Source: Field visit using ANSI Type II Integrating sound level meter, March 3, 2017

Appendix E provides noise monitoring data sheets and monitoring locations.

Discussion

a. Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

As shown in Table 18, noise measurements near the project site indicate the land uses in the vicinity are currently exposed to ambient noise levels of approximately 65 to 68 dBA Leq.

The project site is located within the Noise Contours of U.S. 101 as identified in the City's General Plan Noise Element (City of San Luis Obispo, 2014). The 1990 Noise Contours estimate noise impacts to the project site to be 60 to 65 dBA from U.S. 101 and 70 dBA along the Prado Road centerline. The Projected-Buildout Noise Contours estimate noise levels at the project site will increase to 65 to 70 dBA from U.S. 101 and decrease to 65 dBA along Prado Road. The project site is located in the Office zone, which allows for conditionally acceptable noise levels to reach 75 dBA for new development exposed to transportation noise sources, such as those from U.S. 101. Expected noise levels at the site of the proposed office uses within the project would be within this limit. As such, the project would not expose office workers to noise levels from the adjacent highway noise in excess of the standard, and for this issue the effect would be **less than significant**.

The effect of project-generated noise levels on nearby sensitive receptors is discussed in checklist item c below.

b. Would the project result in exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?

The nearest sensitive land use would be the CAPSLO services center to the east of the project site. The minimum distance between the proposed RTA building and the CAPSLO building would be about 26 feet. The distances between driveways and parking areas where buses would regularly operate and the CAPSLO building would be a minimum of 100 feet.

The *FTA Transit Noise and Vibration Assessment* manual suggests a limit of 72 VdB to define potential impacts from ground borne vibration from frequent events on residential uses (FTA May 2006:Table 8-1). For infrequent activities, the VdB limit may be increased to 80 VdB. The same reference also assessed human response to different levels of ground borne vibration and determined that vibrations of 85 VdB or higher are acceptable only if there are an infrequent number of events per day (FTA May 2006:page 7-6 and Table 7-1). Thus, there is no single numerical limit to define a significant effect related to ground borne vibration, but values in the 80 – 85 VdB range and above would be considered a significant impact under most circumstances.

The routine operation of bus transit vehicles rarely cause ground vibration impacts (FTA May 2006:Table 9-1, and page 10-6). This general conclusion is reasonable, since a typical transit bus moving at 30 mph would generate a ground vibration of about 68 VdB at a distance of 26 feet (FTA May 2006:Figure 10-1). Thus, the uses at the CAPSLO services center would not be subject to excessive ground vibration from the RTA project operations. All other sensitive land uses in the vicinity are at much greater distances, so they too would not be adversely affected. For these reasons, the effect of the project operations on ground vibration would be **less than significant.**

Construction related ground vibration would be a temporary effect, and is addressed in checklist item d below.

c. Would the project result in a substantial permanent increase in ambient noise levels above levels existing without the project?

The proposed maintenance facility would be enclosed, but stall doors would be rolled up during operation. Parking would be provided for up to 67 buses operated by the RTA. During the day, buses would be serviced generally on a schedule consistent with the existing operations. This includes daily inspection and light cleaning by the drivers, and a more thorough washing for each bus every three days, or up to 22 buses per day. In addition, mechanical servicing occurs as needed and scheduled, and results in several additional buses within the facility each day. As is the case with the existing facility, buses would typically access the parking spaces from 4:30 a.m. to 10:30 p.m. on weekdays, 6:00 a.m. to 10:00 p.m. on Saturdays, and 7:00 a.m. to 8:30 a.m. on Sundays. Vehicle washing would occur on weekdays between 5:00 a.m. and 2:00 p.m. Maintenance activities would occur between 4:30 a.m. and 10:00 p.m. on weekdays, between 6:00 a.m. and 8:00 a.m. on Saturdays, and between 6:00 a.m. and 7:30 p.m. on Sundays.

To estimate noise levels from operations of the proposed facility, it was separated into two components: the bus parking area and the bus service facility. Using the procedure from the FTA *Transit Noise and Vibration Impact Assessment* (FTA 2006:Tables 5-5 and 5-6), the hourly Leq was estimated separately for these two components. Using the operations as described above and other assumptions, led to the following input data for this procedure:

- Reference SEL for storage (parking) area: 111 dBA at 50 feet
- Reference SEL for service area (front of building): 114 dBA at 50 feet
- Average no. of buses per hour: 4 buses per hour
- No. of buses cleaned and serviced in peak hour: 7 buses cleaned in peak hour

With this data and using the FTA the procedures (FTA 2006:Table 5-6), the resulting Leq values at a distance of 50 feet from each component would be:

- 61.9 dBA for the parking or storage area
- 70.1 dBA for the service area (front of building)

Adding these two values together, using procedures appropriate for logarithms, gives a total Leq value of 70.7 dBA. This would be the expected Leq at a distance of 50 feet from a point generally between the front of the service building and center of the parking area.

Rincon Consultants recently measured noise levels at a similar facility in Napa County and obtained Leq values ranging from 59 to 70 dBA, which are in good agreement with the estimate here of 70.7 dBA.

The CAPSLO Homeless Services Center to the east of the project site is the nearest sensitive noise receptor. The nearest part of the CAPSLO facility would be located approximately 180 feet east of the major noise source area on the project site, in front of the proposed bus maintenance bays and among the primary bus circulation/parking area onsite, and would be partially shielded by the structure of the RTA building. With a source Leq of 70.7 dBA located near the front of the service building, the resulting Leq at the CAPSLO services facility to the east of the project site would be approximately 50 dBA. Other residences in the vicinity are east of the CAPSLO facility, and would experience even less noise from the RTA project operations.

From the discussion for issue a. above, the entire project vicinity experiences CNEL values around 65 dBA due to the proximity of US Highway 101 and other local traffic. In this context, the addition of a daytime Leq value of 50 dBA and a much lower Leq for a few nighttime hours would not cause a substantial change in ambient noise levels. In addition, the noise levels for the project operations would be consistent with the City of San Luis Obispo standards noted in Tables 14 and 15 above.

For these reasons, the project effects on ambient noise levels, particularly with respect to sensitive uses in the vicinity, would be **less than significant.**

d. Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

The San Luis Obispo municipal code requirements for Noise Control (Chapter 9.12) have specific limits for construction activity noise, which are included in Table 16 above. Within residential uses in mixed commercial-residential zone areas, such as the adjacent CAPSLO services center or the Sunset Drive-In property to the north, the maximum short-term noise associated with intermittent construction activity during daytime hours should not exceed 85 dBA.

Construction of the project would occur in one phase over a period of 12 to 18 months, but individual phases would be shorter and would involve different types of equipment from one phase to another. Table 19 below shows typical noise levels associated with standard stationary and mobile construction equipment at distances of 25, 50, and 100 feet from the noise source. These distances have been used because the adjacent CAPSLO services center would be just over 25 feet from the project site, and the Sunset Drive-In Theater parking area is approximately 50 feet from the project boundary and proposed Elks Lane realignment and 100 feet from the nearest proposed parking area.

From a review of Table 19, the loudest pieces of equipment (typically scrapers and pavers) could generate noise up to 95 dBA at a distance of 25 feet, which would affect the nearest part of the CAPSLO services center. With different construction equipment and different distances, most noise levels would be below 85 dBA, but some would exceed this limit at the CAPSLO and Sunset Drive-In properties.

Table 19 Noise Ranges of Typical Construction Equipment

Construction Equipment	Typical Level (dBA) 25 feet	Typical Level (dBA) 50 feet	Typical Level (dBA) 100 feet
Mobile Equipment			
Backhoe	86	80	74
Compactor	88	82	76
Grader	91	85	79
Loader	90	85	79
Paver	95	89	83
Scraper	95	89	83
Truck	94	88	82
Stationary Equipment			
Air Compressor	86	80	74
Concrete Mixer	91	85	79
Concrete Pump	88	82	76
Crane	89	83	77
Generator	87	81	75
Jackhammer	94	88	82
Pneumatic Impact Equipment	91	85	79
Pump	82	76	70

Notes: Machinery equipped with noise control devices or other noise-reducing design features does not generate the same level of noise emissions as that shown in this table.
Noise levels assume a noise attenuation rate of 6 dBA per doubling of distance.
Source: U.S. Department of Transportation 2013.

In addition to noise, construction activities can also cause ground vibration. As shown in Table 11, vibration levels due to the operation of large bulldozers could reach as high as about 87 VdB within 25 feet of the project site. The nearest sensitive receptor to the project site would be the CAPSLO services center, approximately 26 feet to the east. Thus, the potential for ground vibration at the CAPSLO services center could exceed the range of 80-85 VdB discussed in issue b. above.

For these reasons, because of the close proximity to the CAPSLO services center that includes residential uses, the grading and construction activities for the proposed RTA maintenance facility would result in a **potentially significant impact related to noise and ground vibration unless mitigation is incorporated.**

The City of San Luis Obispo municipal code authorizes the city noise control officer (Community Development Director) to grant exceptions from any provision of the noise control chapter. Exceptions may be granted upon application and demonstration that strict compliance with all of the noise provisions would be an unreasonable hardship, and upon the determination by the City that appropriate conditions are incorporated to protect the public health, safety, and welfare (Section 9.12.100). The City has developed a series of noise control measures and other procedures to help minimize the adverse effects of noise during construction activities. These measures, which have been applied to other recent construction projects within the City, are listed below as mitigation measures. Implementation of these measures, in conjunction with City approval of the exception from the specific construction noise limit of 85 dBA, would reduce potential noise and vibration from construction activities to a less than significant level.

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

The San Luis Obispo County Regional Airport is located approximately 1.5 miles southeast of the project site. The Airport Land Use Plan includes noise contours that indicate noise levels created by incoming and departing aircraft from the airport. The project site is within the 55 dBA CNEL airport noise contour. Therefore, the project would not expose people working in the project area to noise levels in excess of City interior and exterior noise standards and would result in a **less than significant impact** related to airport noise exposure.

f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise?

There are no private airstrips in the vicinity of the project site that would expose people working at the project area to excessive noise. Therefore, there would be **no impact** in this regard.

Mitigation Measures

The following mitigation measures are required to minimize construction-related noise and its effects on nearby residential and other land uses. These measures include a combination of careful planning for construction activities, the use of equipment and barriers or other sound reducing techniques to minimize noise levels, and coordination with nearby property owners to minimize any disruptions caused by construction activities and quickly resolve any problems. These measures may be refined and finalized upon application for, and approval of, an exception to specific provisions in Chapter 19.12 of the municipal code.

NOI-1 **Construction Vehicle Travel Route.** Construction vehicles and haul trucks shall utilize roadways which avoid residential neighborhoods and sensitive receptors, where possible. The applicant shall submit a proposed construction vehicle and hauling route for City review and approval prior to grading/building permit issuance. The approved construction vehicle and hauling route shall be used for soil hauling trips prior to construction as well as for the duration of construction.

NOI-2 **Construction Activity Timing.** Except for emergency repair of public service utilities, or where an exception is issued by the Community Development Department, no operation of tools or equipment used in construction, drilling, repair, alteration, or demolition work shall occur daily between the hours of 7:00 PM and 7:00 AM, or any time on Sundays, holidays, or after sunset, such that the sound creates a noise disturbance that exceeds

75 dBA for single family residential, 80 dBA for multi-family residential, and 85 dBA for mixed residential/commercial land uses across a residential or commercial property line.

NOI-3 **Construction Equipment Best Management Practices (BMPs).** For all construction activity at the project site, noise attenuation techniques shall be employed to ensure that noise levels are maintained within levels allowed by the City of San Luis Obispo Municipal Code, Title 9, Chapter 9.12 (Noise Control). Such techniques shall include:

- Sound blankets on noise-generating equipment.
- Stationary construction equipment that generates noise levels above 65 dBA at the project boundaries shall be shielded with barriers that meet a sound transmission class (a rating of how well noise barriers attenuate sound) of 25.
- All diesel equipment shall be operated with closed engine doors and shall be equipped with factory-recommended mufflers.
- For stationary equipment, the applicant shall designate equipment areas with appropriate acoustic shielding on building and grading plans. Equipment and shielding shall be installed prior to construction and remain in the designated location throughout construction activities.
- Electrical power shall be used to power air compressors and similar power tools.
- The movement of construction-related vehicles, with the exception of passenger vehicles, along roadways adjacent to sensitive receptors shall be limited to the hours between 7:00 AM and 7:00 PM, Monday through Saturday. No movement of heavy equipment shall occur on Sundays or official holidays (e.g., Thanksgiving, Labor Day).
- Temporary sound barriers shall be constructed between construction sites and affected uses.

NOI-4 **Neighboring Property Owner Notification and Construction Noise Complaints.** The contractor shall inform residents and business operators at properties within 300 feet of the project site of proposed construction timelines and noise complaint procedures to minimize potential annoyance related to construction noise. Proof of mailing the notices shall be provided to the Community Development Department before the City issues a zoning clearance. Signs shall be in place before beginning of and throughout grading and construction activities. Noise-related complaints shall be directed to the City's Community Development Department.

Plan Requirements and Timing. Construction plans shall note construction hours, truck routes, and construction Best Management Practices (BMPs) and shall be submitted to the City for approval prior to grading and building permit issuance for each project phase. BMPs shall be identified and described for submittal to the City for review and approval prior to building or grading permit issuance. BMPs shall be adhered to for the duration of the project. The applicant shall provide and post signs stating these restrictions at construction site entries. Signs shall be posted prior to commencement of construction and maintained throughout construction. Schedule and neighboring property owner notification mailing list shall be submitted 10 days prior to initiation of any earth movement. The Community Development department shall confirm that construction noise reduction measures are incorporated in plans prior to approval of grading/building permit issuance.

All construction workers shall be briefed at a pre-construction meeting on construction hour limitations and how, why, and where BMP measures are to be implemented. A workday schedule will be adhered to for the duration of construction for all phases.

Monitoring. City staff shall ensure compliance throughout all construction phases. Building inspectors and permit compliance staff shall periodically inspect the site for compliance with activity schedules and respond to complaints.

13 Population and Housing

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in any of the following impacts?				
a Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)	☐	☐	☐	■
b Displace substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere	☐	☐	☐	■
c Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere	☐	☐	☐	■

Discussion

a. Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

The proposed project would not directly induce population growth in the City of San Luis Obispo because no new housing or jobs are proposed. The existing RTA employees would relocate from the existing bus maintenance facility to the new facility. Project construction is expected to be drawn from a local work force and would not require additional housing to accommodate construction workers or their families. Therefore, the facility would not induce substantial population growth and **no impact** would occur.

b. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

c. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Construction and operation of the proposed project would not displace any existing housing or substantial numbers of people. The project site is mostly vacant with a small U-Haul facility and is zoned for Office development. Therefore, **no impact** would occur.

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14 Public Service

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

Discussion

a.1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection?

As previously discussed, primary fire protection services would be provided by the City of San Luis Obispo Fire Department, with headquarters located a little over one mile northeast of the site. The City has developed safety guidelines for commercial facilities, and project plans would be reviewed and approved by the City of San Luis Obispo Fire Department to ensure that, in the event of an emergency, safety standards for accessibility are met. Additionally, the proposed project would be a new facility replacing an existing facility, so that the project would not represent a new use citywide. Therefore the project would cause only an incremental increase in fire service needs in the area and would not require a physical expansion of current fire protection facilities. **No impact** would occur.

a.2. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in

order to maintain acceptable service ratios, response times or other performance objectives for police protection?

Law enforcement services would be provided by the City of San Luis Obispo Police Department, located about 2 miles north of the project site. Additional back up law enforcement services could be drawn from the San Luis Obispo County Sheriff's Office located five miles northwest of the site. The project would not include new population growth and would cause only an incremental increase in police service needs in the area, and thus would not require a physical expansion of current police facilities. **No impact** would occur.

a.3. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools?

The proposed project would not require the construction of new or additional school facilities, as the project does not include and would not facilitate population growth or otherwise increase the demand for school service. Accordingly, **no impact** would occur.

a.4. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks?

The construction of the proposed facility would not require the construction or physical alteration of parks. The proposed project would not generate new housing that would increase the number of residents in the area, and consequently, increase demand for parks or increase use of existing parks. The proposed project would not require alteration of existing recreational facilities. **No impact** would occur.

a.5. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities?

The proposed project would not directly generate substantial population growth and therefore would not result in the need for new public facilities. **No impact** would occur.

15 Recreation

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in any of the following impacts?				
a Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated	☐	☐	☐	■
b Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment	☐	☐	■	☐

Setting

The City's portion of the Bob Jones City-to-Sea multi-use path will eventually be linked to the county portion, which in total is envisioned to take riders and hikers from San Luis Obispo (City) to Avila Beach (Sea). Planning for the path began in 2000, with completion of the first section (just over a mile) between Prado Road and north of Los Osos Valley Road, in February 2008. The City's total project will include over four miles of multi-use path, linking the west end of downtown San Luis Obispo, with the southwest corner of the city limits and the county path beyond.

The nearest designated open space area to the project site is located at the intersection of Prado Road and South Higuera, marking the beginning of the Bob Jones City-to-Sea trail segment that runs south of Prado Road, along San Luis Creek to the Los Osos Valley Road overpass. This area is not discussed or referenced in the City's Parks and Recreation Element; however it is shown as open space in Figure 1 of that document.

Discussion

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

The proposed project does not include new housing, nor would it generate substantial population growth. Therefore, the project would not result in increased demand for parks or recreational services. **No impact** would occur.

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

The project is located within Segment 2 (Elks Lane to Prado Road) of the Bob Jones City-to-Sea Trail along the San Luis Obispo Creek corridor. The preferred bicycle facilities for Segment 2 are divided

into five options. Of the suggested options, Option B is located directly adjacent to or within the immediate surroundings of the project site. Option B would develop Class II bicycle facilities along the proposed re-alignment of Elks Road and Prado Road. As this option would not be impacted by the proposed development, nor would the project require construction or expansion of the Bob Jones Trail facilities, a **less than significant** impact would occur.

16 Transportation

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in any of the following impacts?					
a	Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	■	☐
b	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	■	☐
c	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	■
d	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	☐	☐	☐	■
e	Result in inadequate emergency access?	☐	☐	☐	■
f	Conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?	☐	☐	☐	■

Setting

Background

The City of San Luis Obispo updated the Land Use and Circulation Elements of its General Plan in 2014. Together, the updates were called the "LUCE," and the City published its *Final Program EIR for the Land Use & Circulation Update* in September 2014, and approved the updates as *Chapter 1 Land Use*, and *Chapter 2 Circulation*, in December 2014. These chapters are frequently referenced as the *Land Use Element* and *Circulation Element* of the General Plan. The goals and policies adopted as part of this update place emphasis on managing growth, planning balanced communities, and on promoting different modes of transportation to decrease reliance on automobiles. The *Land Use Element* defined several Specific Plan Areas throughout the City, two of which figure prominently in recent transportation planning for the southern half of the City where the RTA project site is located. These areas are the proposed San Luis Ranch and Avila Ranch specific plans. Both of these proposed development projects were in the review process during 2016 and 2017, and transportation impact analyses have been prepared for the development proposed in both of these specific plans. The transportation impact analyses for these projects incorporate policy direction, standards and criteria from the LUCE update.

Appendix F of this IS-MND includes the transportation impact analysis for the proposed RTA office and bus maintenance facility. Much of the background and analysis of transportation and traffic circulation presented in Appendix F and in this section is based on the recent *San Luis Ranch Specific Plan Multimodal Transportation Impact Analysis Report*, prepared by Omni Means for the San Luis Obispo City Community Development Department (City of San Luis Obispo 2017).

Roadway and Transportation Network

The City of San Luis Obispo is accessed primarily by roadways including U.S. 101, State Route (SR) 1 and SR 227. Routes of regional significance providing access include Los Osos Valley Road, Foothill Road, Broad Street, South Higuera Street and Orcutt Road. The local roadway system is characterized by a regular street grid in the downtown area and neighborhood street patterns in other parts of the city. In general terms, north-south movement into and out of the downtown portion of San Luis Obispo occurs on U.S. 101 and SR 227 (Broad Street). South Higuera Street also runs generally north-south out of the downtown area, parallel to U.S. 101. East-west movement across the City is more restricted, however, and occurs primarily on South Street and on Tank Farm Road. Both of these roadways have signalized intersections with SR 227 on the east, but neither one has a direct interchange with U.S. 101 on the west. Prado Road provides limited east-west movement, but it currently only has limited connection to U.S. 101 (northbound movements only) and its eastern limit does not yet extend to SR 227.

According to the San Luis Obispo General Plan *Circulation Element* Prado Road is designated as a Highway/Regional Route (San Luis Obispo City, 2014:Figure 1). Regional Routes connect the city with other parts of the county and are designated as primary traffic carriers. Based on the *Circulation Element*, Prado Road will be extended over U.S. 101 Highway to Madonna Road, and will eventually be extended eastward to SR 227, so that it would serve its function as a Highway/Regional Route. The Maximum Average Daily Traffic (ADT) volume for Highway/Regional Routes is based on Vehicle Level of Service (LOS), a letter grade representing the quality of traffic flow based on congestion. For Highway/Regional Routes such as Prado Road, the LOS should not be worse than "D" (City of San Luis Obispo 2014:Table 4). These standards from the *Circulation Element* form a major part of the criteria used to define transportation system impacts, discussed below.

South Higuera Street is designated as an Arterial, intended to provide circulation between major activity centers and residential areas. Outside of the downtown area, the *Circulation Element* indicates that the LOS for such streets should not be worse than "D"

Elks Lane, a local road, forms the western boundary of the RTA project site. Elks Lane extends between a point on South Higuera Street about one-half mile to the north and Prado Road. It provides access to the San Luis and Sutcliffe Cemeteries, Elks Lodge, Sunset Drive-In, and other local businesses and residences. The north bound off and on ramps for U.S. 101 intersect Prado Road just west of the RTA project site. These ramps are part of the intersection of Elks Lane and Prado Road, with the off-ramp forming the southern leg of the intersection (across from Elks Lane) and the onramp forming the western leg of the intersection (across from Prado Road). In the future, a new overcrossing will be constructed to extend Prado Road westward over U.S. 101. This improvement will remove the existing northbound ramps, so they will have to be relocated. The Prado Road Overcrossing and northbound ramps would occupy portions of the RTA project site as well as the rights of way of Elks Lane and Prado Road. Elks Lane would have to be relocated eastward to a new intersection on Prado Road. The RTA project design would allow for these future improvements, and would include temporary access points on Elks Lane until the road relocation occurs.

The discussion below mentions the large numbers of intersections (28) and roadway segments (24) that are analyzed in the *San Luis Ranch Specific Plan Multimodal Transportation Impact Analysis Report.* In the immediate vicinity of the proposed RTA project, the intersections and roadway segments most directly affected by traffic associated with the RTA offices and bus maintenance facility are as follows:

- Intersection of South Higuera Street/Prado Road
- Intersection of Prado Road/Elks Lane and freeway ramps
- Segment of Prado Road between U.S. 101

Pedestrian facilities in the vicinity include (sidewalks and pedestrian cycles in signalized intersections. Bicycle facilities in the vicinity include Class II bicycle lanes along South Higuera Street (existing) and a future bicycle path connector between the Bob Jones multi-purpose trail along San Luis Obispo Creek and bicycle lanes planned for the area west of U.S. 101. This future bicycle path or lane would be part of the Prado Road Overcrossing project.

Transit facilities in the area are provided by the RTA itself and by the City of San Luis Obispo (SLO Transit). Both systems serve the transit center in downtown San Luis Obispo, near the Government Center where City and County offices are located. SLO Transit Route 2 connects the downtown area with southern portions of the City along South Higuera Street, and neighborhoods along Los Osos Valley Road west of U.S. 101. A new configuration of this route (Route 2A) will use Elks Lane and Prado Road for the "clockwise" or southbound direction in this circuit. The RTA connects the downtown transit center with points to the north and south, and with more distant locations in Morro Bay, Paso Robles, and northern Santa Barbara County. RTA Route 10 (to and from Santa Maria) and SLO Transit Route 2 both use South Higuera Street in the project vicinity. Also, both systems have their bus storage and maintenance facilities nearby: The current RTA offices and bus maintenance facility are located on Cross Street, just south of Tank Farm Road about one mile from the project site. The SLO Transit garage is on City-owned property south of Prado Road across the street from the proposed RTA facility. Thus, bus traffic from both transit systems is a part of the existing traffic volumes in the vicinity, particularly along South Higuera Street.

Traffic Analysis Scenarios and Impact Criteria

The *San Luis Ranch Specific Plan Multimodal Transportation Impact Analysis Report*, prepared by Omni Means for the San Luis Obispo City Community Development Department reviews many different land use scenarios and traffic situations. The various transportation analysis scenarios, which are defined in terms of general timeframe and the degree of development assumed in each scenario, are summarized as follows:

1. Existing Conditions, based on current City traffic data or modeling and supplemented or confirmed through traffic counts performed for the analysis.
2. Existing + Project Conditions, which for this analysis adds traffic from development as proposed in the San Luis Ranch Specific Plan to the existing conditions.
3. Near Term (Year 2025) Conditions, which is based on assumed growth and increased traffic during the next few years Data and projections for this scenario were obtained from the City and from the recent traffic analysis prepared for the Avila Ranch Specific Plan, which is also under review by the City.
4. Near Term + Project Conditions, which adds the traffic generation from the proposed San Luis Ranch development to the Near Term conditions
5. Cumulative (Year 2035) Full Build Prado Road Interchange Conditions, which assumes longer-term growth in traffic consistent with the City General Plan. In this scenario, the Prado Road overcrossing would be built and southbound on- and off-ramps would be provided on the west side of U.S. 101, as well as relocating the northbound ramps that currently exist on the east side of the freeway.
6. Cumulative (Year 2035) Full Build Prado Road Interchange + Project, which adds the San Luis Ranch related traffic to the preceding scenario.
7. Cumulative (Year 2035) Prado Road Overcrossing Conditions, which does not include the southbound on-and off-ramps.
8. Cumulative Prado Road Overcrossing + Project Conditions.

Twenty-eight roadway intersections were considered in the analyses presented in the *San Luis Ranch Specific Plan Multimodal Transportation Impact Analysis Report*. These included 20 existing intersections plus eight new intersections in conjunction with the San Luis Ranch development. Ten arterial roadways were considered, and divided into 24 distinct road segments for analysis (19 existing segments and five new roadway segments). Two segments of U.S. 101 were analyzed: from Los Osos Valley Road to Prado Road, and from Prado Road to Madonna Road.

For each of the above scenarios and traffic facilities, traffic or transportation effects were determined for the following modes of travel or situations:

- Automobile traffic at roadway intersections “intersection level of service”
- Pedestrian activity at intersections
- Bicycle activity at intersections
- Automobile traffic queuing distances for turning movements at intersections
- Automobile traffic flow along roadway segments “segment level of service”
- Pedestrian activity along segments

- Bicycle activity along segments
- Transit service along segments
- Vehicle activity along highway segments

In some specific scenarios, additional analyses were performed in order to evaluate the effect of mitigation measures, which generally include improving streets and intersections and providing additional transportation facilities consistent with the *Circulation Element* and with City standards. The most important mitigation measure is the completion of the Prado Road Overcrossing, which is expected to be required as a condition of the second phase of development in San Luis Ranch. A key finding of the *San Luis Ranch Specific Plan Multimodal Transportation Impact Analysis Report* is that the Prado Road Overcrossing with only northbound ramps to and from U.S. 101 "…would provide for adequate operations under existing and near term conditions; however a full access interchange with both NB and SB ramps would be needed as part of Phase 2 of the San Luis Ranch development" (City of San Luis Obispo 2017:page 2).

In summary, there are literally hundreds of specific traffic or transportation analyses in the *San Luis Ranch Specific Plan Multimodal Transportation Impact Analysis Report,* which are defined by considering each of the transportation facilities and uses (intersections or road segments and vehicle traffic, pedestrian use, bicycles, and transit) under each of the eight broad scenarios.

For purposes of the analysis presented here for the RTA project, a subset of all the possible combinations has been selected to represent the effects of the project related traffic on facilities nearest to the project site. The particular facilities analyzed include:

- Intersection of Elks Lane and South Higuera Street
- Intersection of South Higuera Street/Prado Road
- Intersection of Prado Road/Elks Lane and freeway ramps
- Segment of Prado Road between U.S. 101 and South Higuera Street

The particular scenarios include the Existing Conditions and the Existing Conditions+Project. Appendix F of this IS-MND provides more detail for the analysis.

The evaluation of impacts is based on the criteria and thresholds used by the City of San Luis Obispo. These multi-modal Levels of Service (LOS) parameters, policies, and related criteria are discussed in detail in the *San Luis Ranch Specific Plan Multimodal Transportation Impact Analysis Report* (City of San Luis Obispo 2017:pages 9-19). The major objectives and impact criteria are in the General Plan *Circulation Element* and are summarized in Table 20 below.

In accordance to the criteria specified in Table 20, a project has a significant impact on the identified modes of transportation when it causes an exceedance to one of these LOS standards. For certain specific analyses in the *San Luis Ranch Specific Plan Multimodal Transportation Impact Analysis Report,* the LOS objectives or other applicable standard are not met under the Existing Conditions scenario. In these instances, the analysis of the Existing Conditions+Project scenario also considers whether the project (San Luis Ranch development in that report) would exacerbate the situation and, thus, be considered a significant impact or make a significant contribution towards an identified cumulative impact.

Table 20 City of San Luis Obispo Multimodal LOS Objectives, Service Standards, and Significance Criteria

Travel Mode	LOS Objective	Minimum LOS Standard
Bicycle[1]	B	D
Pedestrian[2]	B	C
Transit[3]	C	Baseline LOS or LOS D, whichever is lower
Vehicle	C	E (Downtown) D (All Other intersections and segments)

[1]Bicycle LOS objectives & standards only apply to routes identified in the City's adopted Bicycle Transportation Plan
[2]Exceptions to minimum pedestrian LOS objectives & standards may apply when its determined that sidewalks are not consistent with neighborhood character including topography, street design and existing density.
[3]Transit LOS objectives & standards only apply to routes identified in the City's Short Range Transit Plan.
Source: City of San Luis Obispo General Plan *Circulation Element* (San Luis Obispo City 2014:Table 2)

Discussion

a. Would the project conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?

Table 21 summarizes the Traffic Effects in the immediate vicinity of the RTA project site, and the discussion below reviews other transportation modes and effects of the project.

Table 21 Summary of Traffic Effects in RTA Project Vicinity

Intersection or Segment	Existing Conditions (am/pm peak)	Existing+Project Conditions (San Luis Ranch)	Minimum LOS Standard and Impact
Intersection of Elks Lane and South Higuera Street	A/C	B/C	D – No impact
Intersection of S Higuera St/Prado Rd	B/C	B/C	D – No impact
Intersection of Prado Rd/Elks Ln and NB freeway ramps	A/C	B/C	D – No impact
Segment of Prado Rd from U.S. 101 to S Higuera St (WB)	B/C	B/C	D – No impact
Segment of Prado Rd from U.S. 101 to S Higuera St (EB)	C/C	C/C	D – No impact

Intersection results are from *San Luis Ranch Specific Plan Multimodal Transportation Impact Analysis Report* (San Luis Obispo City May 2017:Table 16 (Existing Conditions) and Table 30 (Existing +Project Conditions)
Roadway Segment results are from (San Luis Obispo City May 2017:Table 20 (Existing Conditions) and Table 34 (Existing+Project Conditions)

Similar analyses for other modes of transportation at the locations in Table 21 also indicate that LOS values for pedestrian, bicycle, and transit use would remain acceptable in the Existing Conditions+Project scenario.

Under other scenarios into the near term future (through 2025), all intersections would continue to operate at acceptable LOS values, and bicycle, pedestrian, and transit facilities would continue to operate at acceptable levels on all roadway segments and intersections.

There is one potential adverse effect In the Near Term (Year 2025) Conditions, near the RTA project site, which is identified in the *San Luis Ranch Specific Plan Multimodal Transportation Impact Analysis Report.* That is a deficiency in left turn que lengths at the intersection of Prado Road and South Higuera Street. Both the northbound and the westbound left turn lanes would have insufficient capacity to handle que lengths during peak hours (City of San Luis Obispo 2017:Table 47). This effect is part of what was identified as Impact T-2 in the *Final EIR for the San Luis Ranch Specific Plan*, and a mitigation measure was identified in that project to provide adequate turning lane lengths (Mitigation Measure T-2[j]) for the Near Term (Year 2025) conditions.

In a similar fashion, in the various Cumulative (Year 2035) scenarios, the turning que lengths at Prado Road and South Higuera Street are projected to worsen. This impact is identified as T-9 in the Final EIR for the San Luis Ranch Specific Plan, and the Mitigation Measure T-2(j) would reduce the impact to a level below significance at this location.

Most of the RTA buses traveling to the proposed maintenance facility from the south are expected to use US Highway 101 and Prado Road, so they would not regularly use the left turn movement from South Higuera Street to Prado Road. When traveling towards San Luis Obispo from the proposed facility, RTA buses would likely use Prado Road to US highway 101 north, again avoiding left turn movements at this intersection. The RTA Route 10 runs along South Higuera Street, but does not involve any turns at this intersection.

Several other impacts are identified in the Cumulative (Year 2035) scenarios, but they are related to reductions in the scoring for pedestrian facilities that would accompany the Prado Road overcrossing improvement and effects at intersection locations distant from the RTA project site. The RTA project itself would have little effect on traffic volumes or operations on any of the intersections or segments in the vicinity. This is primarily because the RTA personnel and buses currently use South Higuera Street to access the existing offices and maintenance facility off of Tank Farm Road, and the relocation to the proposed site on Prado Road would not substantially alter the pattern of RTA traffic. There would be some increase in traffic as the bus fleet and operations grow as projected, and this increase is part of what has been modeled in the City traffic projections. To the extent that an increase in RTA operations and ridership would be promoted by this project, the effect would help to shift transportation modes away from motor vehicles and towards transit in compliance with City General Plan policies.

In summary, the proposed RTA project would be consistent with applicable Circulation Element policies and would have traffic and transportation effects that would be **less than significant**.

b. Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Because the County population is below 200,000, a Congestion Management Program is a voluntary activity that is not required in this region. The functions of congestion management planning have been

folded into the role of the San Luis Obispo Council of Governments (SLOCOG). Policies and standards related to congestion management are incorporated by SLOCOG into the Sustainable Communities Strategy and Regional Transportation Plan. Support for and expansion of transit service, such as that provided by the RTA, is part of that regional planning effort. Thus, the effects of the project related to congestion management planning would be **less than significant.**

c. Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

The project would not generate any air traffic or result in any changes to existing air traffic patterns that could result in substantial safety risks. There would be **no impact**.

d. Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?

The project involves development of offices and a bus maintenance use that is compatible with surrounding uses and circulation patters. The project would not result in the development of any sharp curves, dangerous intersections, or incompatible uses on local roadways. The project design would provide for pedestrian access from the adjacent Prado Road consistent with applicable requirements. For these reasons **no impact** would occur.

e. Would the project result in inadequate emergency access?

The proposed development would include a temporary entrance/exit for employee/guest vehicles from the current Elks Lane alignment. Once the future Elks Lane is built, the temporary entrance/exit would be removed and a permanent entrance/exit for employee/guest vehicles would be added from the realigned Elks Lane. The development would also include a permanent entrance/exit for buses from Elks Lane to provide security and to minimize internal site congestion by keeping any visitor and employee traffic separate from the RTA vehicle traffic. Site plans would be reviewed by emergency service providers (City of San Luis Obispo police and fire departments) as part of the plan review process to ensure emergency access complies with required standards. **No impact** would occur.

f. Would the project conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?

The San Luis Obispo General Plan *Circulation Element* has a number of policies that are intended to "Support the development and maintenance of a circulation system that balances the needs of all circulation modes." These policies and related actions are identified in Section 6 of the Circulation Element. The RTA works cooperatively with the City of San Luis Obispo towards improving transit service provided by both agencies. The recent Short Range Transit Plan was prepared jointly by both agencies to fulfill their planning requirements, and the two systems come together at the transit center in downtown San Luis Obispo. This allows transfer between the two systems at a central location and improves the convenience and performance of each system. For these reasons, the proposed project and its role in maintaining the ability of the RTA to continue improving transit service would have **no impact** relative to this issue.

17 Tribal Cultural Resources

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	■	☐
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 Cod Section 2024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significant of the resource to a California Native American tribe.	☐	☐	■	☐

Setting

The City of San Luis Obispo is located within the area historically occupied by the Obispeño Chumash, the northernmost of the Chumash people of California. The earliest evidence of human occupation in the Central Coast region comes from archaeological sites along the coast dated to 10,000 BC (Bikel 1978:7, Jones et al. 2007). Permanent Chumash villages included hemispherical dwellings arranged in close groups, and a formal cemetery marked by tall painted poles and often with a defined entrance area (Gamble et al. 2001:191). The acorn was a dietary staple for the mainland Chumash, while on the coast; the wooden plank canoe (tomol) was employed in the pursuit of marine mammals and fish. Chumash populations were decimated by the effects of European colonization and missionization (Johnson 1987). Traditional lifeways largely gave way to laborer jobs on ranches and farms in the Mexican and early American periods. Today, the Santa Ynez Band of Chumash Indians is the only federally recognized Chumash tribe, though many people of Chumash descent continue to live throughout their traditional territory.

California Assembly Bill 52 (AB 52) amends Public Resources Code (PRC) Section 5097.94 (CEQA) and adds eight new sections to the PRC relating to Native Americans. AB 52 was signed into law in 2014 and took effect on July 1, 2015. This law establishes a new category of resource called tribal cultural resources (PRC Section 21074) and establishes a formal process for consulting with Native American

tribes and groups regarding those resources. The consultation process must be completed before a CEQA document can be certified. Native American tribes to be included in the process are identified through consultation with the California Native American Heritage Commission (NAHC) (PRC Section 21080.3.1).

Tribal cultural resources are defined in Public Resources Code 21074 as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either:

- Included or determined to be eligible for inclusion in the California Register of Historical Resources
- Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1

As part of the Cultural Resources Survey, Rincon Consultants, Inc. (Rincon) initiated consultation with Native American groups and individuals for the proposed project. The Native American Heritage Commission (NAHC) was contacted on October 18, 2016 to request a review of the Sacred Lands File (SLF). In anticipation of the response from the NAHC, Rincon mailed anticipatory letters to 16 tribal groups or individuals on October 19, 2016. These groups and individuals are known to Rincon to have affiliations to the project APE and surrounding area.

On October 25, 2016, Freddie Romero of the Santa Ynez Tribal Elders Council responded via telephone, asking if local groups had been contacted and stating that he would defer his comments to local groups.

On November 10, 2016, Rincon Archaeologist Hannah Haas conducted follow-up consultation by telephone. Ms. Haas left a voicemail with each of the contacts that she called.

On November 10, 2016, Mona Olivas Tucker responded via telephone, stating that the project vicinity is considered sensitive due to its proximity to San Luis Creek and the known presence of numerous Native American archaeological sites in the San Luis Obispo area. She recommended that limited archaeological testing be conducted prior to project ground disturbance and that, at a minimum, all project ground disturbance be observed by archaeological and Native American monitors.

On May 31, 2017, pursuant to AB 52, RTA initiated the required government to government consultation with 18 total local tribal groups and individuals (the 16 interested groups/individuals previously consulted by Rincon plus two additional groups to cover all interested parties on the City of San Luis Obispo's consultation list).

On June 29, 2017, Fred Collins of the Northern Chumash Tribal Council (NCTC) responded via email, requesting a meeting at the project site. On June 30, 2017 RTA Executive Director Geoff Straw and NCTC Tribal Administrator Fred Collins met at the project site to perform an observational site reconnaissance and to discuss the project relative to impacts to tribal cultural resources to determine the necessary mitigation to avoid potential impacts to these resources. Information and interest provided by Collins and obtained from the site visit was used in the development and refinement of the analysis of tribal cultural resources and associated mitigation herein. This information will also be considered in the final review of the project by the RTA.

Discussion

a, b. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is (a) listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or (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 2024.1?

The information provided by the consultation with Native American groups and individuals does not suggest any currently known significant tribal cultural resources, as defined in Public Resources Code 21074, are located on the project site. However, due to the project site's proximity to San Luis Creek and the acknowledgement that the area is considered sensitive due to the known presence of numerous Native American archeological sites in the San Luis Obispo area, mitigation measures TCR-1 and TCR-2 are required. The project impact would be **potentially significant unless mitigation is incorporated.**

Mitigation Measures

TCR-1 **Native American Monitor.** A Native American monitor shall be present during ground disturbing activities due to the area being identified as a culturally sensitive location. The monitor(s) shall be on-site on a full-time basis during earthmoving activities, including grading, trenching, vegetation removal, or other excavation activities.

TCR-2 **Unanticipated Discovery of Tribal Cultural Resources.** In the event that archaeological resources of Native American origin are identified during project construction, a qualified archaeologist will consult with the City to begin Native American consultation procedures.

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18 Utilities and Service Systems

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in any of the following impacts?				
a Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board	☐	☐	■	☐
b Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects	☐	☐	■	☐
c Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects	☐	☐	■	☐
d Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed	☐	☐	■	☐
e 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	☐	☐	■	☐
f Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs	☐	☐	■	☐
g Comply with federal, state, and local statutes and regulations related to solid waste	☐	☐	■	☐

Setting

Wastewater

The City's wastewater collection system and WRRF is managed by the Utilities Department. The wastewater collection system consists of approximately 136 miles of gravity sewer lines, three miles of force main, and nine sewer lift stations. Wastewater is conveyed to the WRRF, located on Prado Road near U.S. 101. The WRRF removes larger material, treats the waste stream to reduce the amount of nutrients and bacteria, separates sludge, and discharges treated effluent into San Luis Obispo Creek near Los Osos Valley Road and is distributed as recycled water for irrigation and possible vehicle washing. The sludge is separated from the wastewater, dried in open ponds at the WRRF, and hauled away for disposal (City of San Luis Obispo, 2014).

The WRRF treats about 4.5 million gallons per day (mgd) during dry weather conditions. The current treatment capacity of the WRRF during dry weather conditions is 5.1 mgd. Therefore, the WRRF currently has excess capacity of 0.6 mgd. Average dry weather treatment flows have been stable over the past several years due to a balance between increased population and improved water conservation (City of San Luis Obispo 2014; 2016).

Water

The City Utilities Department provides water service throughout the city and provides potable water to approximately 14,500 metered water customers. The City obtains its water supplies from three sources: surface water, recycled water from the WRRF, and a limited amount of groundwater. Surface water is collected in three local reservoirs: Salinas Reservoir (also known as Santa Margarita Lake), Whale Rock Reservoir, and Nacimiento Reservoir. The Salinas and Whale Rock Reservoirs provide a combined safe yield of 6,940 AF/year, the Nacimiento Reservoir provides 3,380 AF/year dependable yield/contractual limit, and recycled water from the WRRF provides 165 AF/year (City of San Luis Obispo, 2014). The City does not rely on groundwater as a long-term water supply source.

Stormwater

The City's stormwater drainage system is a separate system that collects surface runoff and conveys it to community retention basins, such as parks, local lakes, and creeks. San Luis Obispo Creek is the main tributary in the city, discharging into the Pacific Ocean at Avila Bay. The City's stormwater drainage system currently consists of 59 miles of storm sewer with 2,148 drainage inlets and 490 storm drain manholes (City of San Luis Obispo, 2010).

Solid Waste

The regional waste collection facility is Cold Canyon Landfill, located approximately six miles south of the city on SR 227. The San Luis Garbage Company, owned by Waste Connections, is the sole provider of solid-waste collection services in the city (City of San Luis Obispo 2016). The San Luis Obispo County Integrated Waste Management Authority estimates that roughly 41,000 tons of refuse were disposed of in the Cold Canyon Landfill in 2015 (CalRecycle 2016).

Discussion

a. Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

b. Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

e. Would the project 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?

The Central Coast Regional Water Quality Control Board (CCRWQCB) in connection with the implementation of the NPDES program imposes requirements on the treatment of wastewater and its discharge into local water bodies. Wastewater produced by the project would meet these requirements through treatment by the WRRF. The WRRF treats municipal wastewater collected from the city, California Polytechnic State University (Cal Poly), and the San Luis Obispo County Airport. Because the project would involve relocation of the existing RTA bus maintenance facility, already located within the city and serviced by the WRRF, and little to no increase in wastewater generation by the facility is anticipated, impacts to wastewater treatment systems would be **less than significant.**

c. Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The project site is mostly undeveloped and covered with a vegetated, permeable surface, except for the area occupied by the existing U-Haul facility and paved entrance/aprons of the formerly leased parking facility. Stormwater from the project site would be accommodated in the system of street curbs and gutters along Prado Road and the City stormwater system. The proposed project would introduce additional impervious surfaces at the office building and bus maintenance facility, in addition to the associated surface parking and driveways. The project would incorporate appropriate stormwater control during construction, and for the post-construction period, as discussed in Section 9, *Hydrology and Water Quality*. Impacts to storm water conveyance facilities would be **less than significant**.

d. Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

The project site is served by existing water supplies, treatment facilities, storage, and distribution systems operated by the City.

The City's potable water treatment plant has a capacity of 16.0 million gallons per day (mgd), which is adequate for treating all sources of surface water received by the City and is sufficient to meet the City's water demands at full build-out under the General Plan (City of San Luis Obispo 2011). The project would involve the relocation of the existing facility to a new facility within the city; therefore, water service required for the project would be transferred from the previous location to the new location. Therefore, impacts regarding sufficient water supplies would be **less than significant.**

f. Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

g. Would the project comply with federal, state, and local statutes and regulations related to solid waste?

Solid waste would be generated during construction and demolition of the existing U-Haul facility. Construction waste would be temporary in nature, and in accordance with AB 341, the project would be required to divert 50 percent of construction waste from landfills, which would minimize potential impacts to the Cold Canyon Landfill. The amount of solid waste generated from operation of the project would be minimal and would be offset by abandonment of current facility in San Luis Obispo. San Luis Garbage Company and Cold Canyon Landfill have adequate capacity to serve the project. Impacts would be **less than significant**.

19 Mandatory Findings of Significance

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

Discussion

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

As described under Section 4, *Biological Resources*, the project site has the potential to support nesting birds. In order to ensure that the grading and construction activities do not affect the bird population, Mitigation Measure BIO-1, require that surveys be conducted prior to vegetation clearing or other project-related construction activities. In addition Mitigation Measure BIO-2 would reduce the possibility for spread of invasive species from the project site during construction activities. Mitigation Measures BIO-1 and BIO-2 would reduce potential impacts to a less than significant level. As described in Section 5, *Cultural Resources*, ground disturbing activities during construction of the project have the potential to disturb previously identified and unidentified archaeological resources and human remains. In order to ensure that ground disturbing activities do

not affect such resources, Mitigation Measures CUL-1, CUL-2 and CUL-3 identify the survey and monitoring requirements as well as actions to undertake in the event of discovery of archaeological resources or human remains. Mitigation Measures CUL-1, CUL-2 and CUL-3 would reduce potential impacts to a less than significant level.

b. Does the project have impacts that are individually limited, but cumulatively considerable?

As described in the discussion of environmental checklist Sections 1 through 19 herein, the project would have no impact, a less than significant impact, or a less than significant impact with the incorporation of mitigation with respect to all environmental issues. The project would not conflict with the current City of San Luis Obispo General Plan land use designation for the site or with the land use pattern in the project site vicinity.

Other major planned or pending projects in the immediate vicinity of the project site include development of the CAPSLO Homeless Services Center adjacent to the eastern boundary of the project site, upgrades to the City of San Luis Obispo WRRF south of the project site across Prado Road, development of the San Luis Ranch residential and commercial project west of the site across Elks Lane and U.S. 101, and development of a new highway overcrossing at Prado Road near the southwest corner of the site. As shows in Table 9 and described in Section 7, *Greenhouse Gas Emissions*, the project would be consistent with all applicable Climate Action Plan measures and, thus, would not result in a considerable contribution to cumulative GHG impacts. As described in Section 9, *Hydrology and Water Quality*, the project would also comply with Section 17.84.050.F.1 of the City of San Luis Obispo Municipal Code requiring that the proposed development, when combined with all other development, would not increase the water surface elevation of the base flood more than one foot at any point within the City. Additionally, as described in Section 12, *Noise*, and Section 16, *Transportation*, the project would result in less than significant impacts relative to increases in noise and traffic in the City. Therefore, the project would not result in a considerable contribution to cumulative noise and traffic impacts, when considered in combination with the other planned and pending projects in the immediate vicinity. Overall, the project's contribution to any cumulative impacts would not be cumulatively considerable.

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

The proposed project has been found in this Initial Study to have no impacts to human health. Although some construction noise and vibration may occur mostly during daylight hours, overall impacts associated with operation of the project on the site would remain similar to current conditions and consistent with the planned use at the site.

Mitigation Measures Required for the Project

Preconstruction

CUL-1 **Archeological Testing Program.** Prior to project related ground disturbance, an Extended Phase I (XPI) archaeological testing program shall be performed within the project area of potential effect (APE). This study should be conducted by a qualified archaeologist under the direction of a qualified principal investigator and in accordance with CEQA and Section 106. The qualified archaeologist should prepare a testing plan designed to establish the presence or absence and extent of archaeological deposits within the direct APE. An XPI conducted prior to project construction could reduce potential delays caused by unanticipated finds during construction by informing the applicant of what types of resources may exist on the property and where. In the event that a subsurface resource is found during the XPI, additional studies such as a Phase II investigation may be required to determine if the resource is eligible for the CRHR and/or the NRHP. The results of the XPI will also determine whether additional mitigation such as monitoring will be necessary. XPI testing should be observed by a Native American monitor.

GEO-1 **Conduct Geotechnical Investigation and Soil Remediation**. Prior to construction activities, a preliminary geotechnical investigation shall be conducted to determine the presence or absence of unstable soils or soils that would become unstable during a seismic event, including the potential for liquefaction at the project site. The geotechnical investigation shall be conducted by trained engineers and shall comply with ASTM approved methodologies. Based on the results of the preliminary geotechnical investigation, unstable soils or soil that would become unstable during a seismic event shall be remediated to ensure that on-site soils would provide adequate structural support for proposed structures. All on-site structures, transportation infrastructure and subgrades shall comply with applicable methods of the California Building Code and all transportation infrastructures shall comply with the most current California Department of Transportation design standards. Soil remediation may be achieved through, for example, structural piers, excavation of unstable soils, importation of clean, engineered fill, compaction of existing on-site soils, improvement of sub-surface drainage, or a combination of methodologies.

NOI-1 **Construction Vehicle Travel Route.** Construction vehicles and haul trucks shall utilize roadways which avoid residential neighborhoods and sensitive receptors, where possible. The applicant shall submit a proposed construction vehicle and hauling route for City review and approval prior to grading/building permit issuance. The approved construction vehicle and hauling route shall be used for soil hauling trips prior to construction as well as for the duration of construction.

NOI-4 **Neighboring Property Owner Notification and Construction Noise Complaints.** The contractor shall inform residents and business operators at properties within 300 feet of the project site of proposed construction timelines and noise complaint procedures to minimize potential annoyance related to construction noise. Proof of mailing the notices shall be provided to the Community Development Department before the City issues a zoning clearance. Signs shall be in place before beginning of and throughout grading and

construction activities. Noise-related complaints shall be directed to the City's Community Development Department.

Plan Requirements and Timing. Construction plans shall note construction hours, truck routes, and construction Best Management Practices (BMPs) and shall be submitted to the City for approval prior to grading and building permit issuance for each project phase. BMPs shall be identified and described for submittal to the City for review and approval prior to building or grading permit issuance. BMPs shall be adhered to for the duration of the project. The applicant shall provide and post signs stating these restrictions at construction site entries. Signs shall be posted prior to commencement of construction and maintained throughout construction. Schedule and neighboring property owner notification mailing list shall be submitted 10 days prior to initiation of any earth movement. The Community Development department shall confirm that construction noise reduction measures are incorporated in plans prior to approval of grading/building permit issuance.

All construction workers shall be briefed at a pre-construction meeting on construction hour limitations and how, why, and where BMP measures are to be implemented. A workday schedule will be adhered to for the duration of construction for all phases.

Monitoring. City staff shall ensure compliance throughout all construction phases. Building inspectors and permit compliance staff shall periodically inspect the site for compliance with activity schedules and respond to complaints.

During Construction

AQ-1 Measures to Reduce Fugitive Dust During Construction

Implementation of the following mitigation measures, as recommended by the San Luis Obispo County APCD, would be required to minimize construction fugitive dust emissions and help ensure that construction emissions remain at a less than significant level.

- Reduce the amount of the disturbed area where possible;
- Water trucks or sprinkler systems shall be used during construction in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency shall be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water shall be used whenever possible;
- All dirt stock pile areas shall be sprayed daily as needed;
- 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;
- Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading shall be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established;
- 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;
- All roadways, driveways, sidewalks, etc. to be paved shall be completed as soon as possible after grading unless seeding or soil binders are used;
- Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site;

- All trucks hauling dirt, sand, soil, or other loose materials are to be covered or shall maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with California Vehicle Code Section 23114;
- Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site;
- Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water shall be used where feasible;
- All of these fugitive dust mitigation measures shall be shown on grading and building plans; and
- The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20 percent opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the SLOAPCD Compliance Division prior to the start of any grading, earthwork or demolition.

AQ-2 Measures to Reduce Construction Equipment Emissions

- Maintain all construction equipment in proper tune according to the manufacturer's specifications;
- Fuel all off-road and portable diesel powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);
- Use diesel construction equipment meeting ARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with State Off-road Regulation;
- Use on-road heavy-duty trucks that meet the ARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with State On-Road Regulation;
- Construction or trucking companies with fleets that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g., captive of NOX exempt area fleet) may be eligible by proving alternative compliance;
- All on- and off-road diesel equipment shall not idle for more than five minutes. Signs shall be posted in the designated queuing areas and on job sites to remind drivers and operators of the five-minute idling limit;
- Diesel idling within 1,000 feet of sensitive receptors is not permitted;
- Staging and queuing areas shall not be located within 1,000 feet of sensitive receptors;
- Electrify equipment when possible;
- Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and
- Use alternatively fueled construction equipment on-site where feasible, such as compressed natural gas (CNG, liquefied natural gas (LNG), propane, or biodiesel.

BIO-1 Nesting Birds. To avoid disturbance of nesting and special-status birds, including raptorial species protected by the MBTA and CFGC, activities related to the project, including, but not limited to, vegetation removal, ground disturbance, and construction and demolition shall occur outside of the bird breeding season (February 15 through September 1), when possible. If construction must begin during the breeding season, then a pre-construction nesting bird survey shall be conducted by a Qualified Biologist no more than one week prior to initiation of ground disturbance and vegetation removal activities to determine the presence/absence of nesting birds within the project site. The California Department of Fish and Wildlife generally considers an appropriate buffer of 100 feet for passerines and 300

feet for raptors. The Qualified Biologist shall perform at least two hours of pre-construction monitoring of the nest to characterize "typical" bird behavior. The Qualified Biologist shall monitor the nesting birds and shall increase the buffer if the Qualified Biologist determines the birds are showing signs of unusual or distressed behavior due to project activities. Atypical nesting behaviors that may cause reproductive harm include but are not limited to, defensive flights/vocalizations directed towards project personnel, standing up from a brooding position, and flying away from the nest. The Qualified Biologist shall have authority, through the Resident Engineer, to order the cessation of all project activities if the nesting birds' exhibit atypical behavior which may cause reproductive failure (nest abandonment and loss of eggs and/or young) until an appropriate buffer is established. To prevent encroachment, the established buffer(s) shall be clearly marked by high visibility material. The established buffer(s) shall remain in effect until the young have fledged or the nest has been abandoned as confirmed by the Qualified Biologist. Any sign of nest abandonment shall be reported to California Department of Fish and Wildlife within 48 hours

BIO-2 **Invasive Plant Species.** To minimize the spread of invasive plant species during project work, prior to construction all staff and contractors shall receive from a qualified botanist/biologist, invasive plant prevention training. The training shall provide an appropriate identification/instruction guide, a list of target species for the area, and a list of measures for early detection and eradication. Prior to construction, specific areas shall be designated for cleaning of tools, vehicles, equipment, clothing, footwear, and any other gear to be used on site. During construction, before entering and exiting the work site, all tools, equipment, vehicles, clothing, footwear, and other gear shall be thoroughly cleaned to remove soil, seeds, and plant parts. The reproductive parts (seeds, mature flowers, roots and shoots, as well as other parts of species that reproduce in a vegetative manner) shall be removed, stored in sealed containers, transported sealed, and appropriately disposed of at a certified landfill. All disturbed areas that are not converted to hardscape shall be hydro-seeded with a mix of locally native species upon completion of work in the area. In areas where construction is ongoing, hydro-seeding shall occur in those areas where no construction activities have occurred within six weeks of ground disturbance. If exotic species invade the area prior to hydro-seeding, weed removal shall occur in consultation with a qualified botanist/biologist.

CUL-2 **Monitoring by Qualified Archaeologist.** A qualified principal investigator, defined as an archaeologist who meets the Secretary of the Interior's Standards for professional archaeology (36 CFR 61), shall be retained to carry out all mitigation measures related to archaeological and historical resources (hereafter principal investigator). Monitoring shall involve inspection of subsurface construction disturbance at or in the immediate vicinity of known sites, or at locations that may harbor buried resources that were not identified on the site surface.

CUL-3 **Unanticipated Discovery of Human Remains.** The discovery of human remains is always a possibility during ground disturbing activities. If human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the San Luis Obispo County coroner must be notified immediately. If the human remains are determined to be prehistoric, the coroner will notify the Native

American Heritage Commission (NAHC), which will determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

NOI-2 **Construction Activity Timing.** Except for emergency repair of public service utilities, or where an exception is issued by the Community Development Department, no operation of tools or equipment used in construction, drilling, repair, alteration, or demolition work shall occur daily between the hours of 7:00 PM and 7:00 AM, or any time on Sundays, holidays, or after sunset, such that the sound creates a noise disturbance that exceeds 75 dBA for single family residential, 80 dBA for multi-family residential, and 85 dBA for mixed residential/commercial land uses across a residential or commercial property line.

NOI-3 **Construction Equipment Best Management Practices (BMPs).** For all construction activity at the project site, noise attenuation techniques shall be employed to ensure that noise levels are maintained within levels allowed by the City of San Luis Obispo Municipal Code, Title 9, Chapter 9.12 (Noise Control). Such techniques shall include:

- Sound blankets on noise-generating equipment.
- Stationary construction equipment that generates noise levels above 65 dBA at the project boundaries shall be shielded with barriers that meet a sound transmission class (a rating of how well noise barriers attenuate sound) of 25.
- All diesel equipment shall be operated with closed engine doors and shall be equipped with factory-recommended mufflers.
- For stationary equipment, the applicant shall designate equipment areas with appropriate acoustic shielding on building and grading plans. Equipment and shielding shall be installed prior to construction and remain in the designated location throughout construction activities.
- Electrical power shall be used to power air compressors and similar power tools.
- The movement of construction-related vehicles, with the exception of passenger vehicles, along roadways adjacent to sensitive receptors shall be limited to the hours between 7:00 AM and 7:00 PM, Monday through Saturday. No movement of heavy equipment shall occur on Sundays or official holidays (e.g., Thanksgiving, Labor Day).
- Temporary sound barriers shall be constructed between construction sites and affected uses.

TCR-1 **Native American Monitor.** A Native American monitor shall be present during ground disturbing activities due to the area being identified as a culturally sensitive location. The monitor(s) shall be on-site on a full-time basis during earthmoving activities, including grading, trenching, vegetation removal, or other excavation activities.

TCR-2 **Unanticipated Discovery of Tribal Cultural Resources.** In the event that archaeological resources of Native American origin are identified during project construction, a qualified archaeologist will consult with the City to begin Native American consultation procedures.

Post-Construction / Operations

AQ-3 Measures to Reduce Operational Idling Emissions

To help reduce the emissions impact from diesel buses and equipment at the proposed facility, RTA will implement the following idling control techniques:

1. California Diesel Idling Regulations
    a. On-road diesel vehicles shall comply with Section 2485 of Title 13 of the California Code of Regulations. This regulation limits idling from diesel-fueled commercial motor vehicles with gross vehicular weight ratings of more than 10,000 pounds and licensed for operation on highways. It applies to California and non-California based vehicles. In general, the regulation specifies that drivers of said vehicles:
        1. Shall not idle the vehicle's primary diesel engine for greater than 5-minutes at any location, except as noted in Subsection (d) of the regulation; and
        2. Shall not operate a diesel-fueled auxiliary power system (APS) to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than 5.0 minutes at any location when within 1,000 feet of a restricted area, except as noted in Subsection (d) of the regulation.
    b. Signs must be posted in the designated queuing areas and job sites to remind drivers and operators of the state's 5-minute idling limit.
    c. The specific requirements and exceptions in the regulations can be reviewed at the following web sites: arb.ca.gov/msprog/truck-idling/2485.pdf and arb.ca.gov/regact/2007/ordiesl07/frooal.pdf.
2. Diesel Idling Restrictions Near Sensitive Receptors. In addition to the state required diesel idling requirements, the RTA shall comply with these more restrictive requirements to minimize impacts to nearby sensitive receptors:
    a. Diesel idling within 1,000 feet of sensitive receptors shall not be permitted;
    b. Use of alternative fueled or electric equipment is recommended as feasible; and Signs that specify the no idling areas must be posted and enforced at the site.

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