



COUNTY OF SAN LUIS OBISPO
DEPARTMENT OF PUBLIC WORKS

PLN-2039
04/2019

Initial Study – Environmental Checklist

Project Title & No. Co-Located Dispatch Facility Project, Templeton (320088/ED#19-027)

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: The proposed project could have a "Potentially Significant Impact" for environmental factors checked below. Please refer to the attached pages for discussion on mitigation measures or project revisions to either reduce these impacts to less than significant levels or require further study.

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation, the Environmental Coordinator finds that:

- ☐ The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☒ The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ 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.
- ☐ Although the proposed project could have a significant effect on the environment, because all potentially 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.

Monica Stillman

Prepared by (Print)

Signature

Date

Keith Miller

Reviewed by (Print)

Signature

Keith Miller, Manager
Environmental Division

Date

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Project Environmental Analysis

The County's environmental review process incorporates all of the requirements for completing the Initial Study as required by the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The Initial Study includes staff's on-site inspection of the project site and surroundings and a detailed review of the information in the file for the project. In addition, available background information is reviewed for each project. Relevant information regarding soil types and characteristics, geologic information, significant vegetation and/or wildlife resources, water availability, wastewater disposal services, existing land uses and surrounding land use categories and other information relevant to the environmental review process are evaluated for each project. Exhibit A includes the references used, as well as the agencies or groups that were contacted as a part of the Initial Study. The County uses the checklist to summarize the results of the research accomplished during the initial environmental review of the project.

Persons, agencies or organizations interested in obtaining more information regarding the environmental review process for a project should contact the County of San Luis Obispo Public Works Department, 976 Osos Street, Rm. 206, San Luis Obispo, CA, 93408-2040 or call (805) 781-5252.

A. Project

DESCRIPTION: The County of San Luis Obispo Department of Public Works (County) proposes to construct a Co-Located Dispatch Facility that includes the Sheriff's Office Dispatch Center (SODC) and the California Department of Forestry and Fire Protection (CalFire), and San Luis Obispo County Fire Department's Emergency Command Center (ECC). The facility would serve as the County's primary Public Safety Answering Point to provide dispatch for law enforcement, fire, and ambulance services throughout the unincorporated regions of the county, as well as within the seven incorporated communities.

The proposed facility would be located at the existing San Luis Obispo County Sheriff facility at 350-358 North Main Street, Templeton, CA 93465 (project site; site) (Figure 1). The project is in the North County Planning Area, Salinas River Subarea, in Supervisorial District 1.

The site is a County-owned parcel approximately 5 acres in size with an access drive off North Main Street. The project will be built to essential services requirements to provide uninterrupted communications for emergency services in the event of disaster or emergency.

Existing facilities at the site to remain include a County sheriff building, a County Department of Agriculture building, a covered vehicle area, a stormwater basin, and the access drive and a pedestrian walkway to the parcel off North Main Street (Figure 2).

Proposed facilities for the Co-Located Dispatch Facility include an approximately 16,000- to 20,000-square feet, two-story Essential Services Emergency Dispatch building that will include dispatching centers, staff offices, dormitory, IT server and radio communications space, secure armory, kitchen and break areas, locker rooms, exercise room, laundry, and delivery, supply, and storage areas (Figure 2). The facility would support between 15 and 30 personnel.

The Co-Located Dispatch Facility would also include construction of a 140-foot-high public safety radio communications tower with two-way radio antennas, microwave radio antennas, and other associated public safety related communications equipment. Antennas attached to the top of the tower could increase the total height of the structure to 160 feet.

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Other associated site improvements include a secure perimeter fence around some or all of the site perimeter; reconfigured and expanded parking secure and non-secure parking spaces (approximately 64 spaces); internal security fences and access gates; delivery, trash/recycling, and storage areas; supplemental stormwater treatment facilities; security monitoring equipment; an emergency generator, backup power equipment, and fuel storage; utilities to serve the new facilities; optional outdoor break areas; and landscaping.

Potential future build-out of the site may include a new Department of Agriculture Building (with expanded space for approximately 10 additional personnel) and vehicle storage area, and the associated stormwater improvements. This initial study evaluates full build-out of the parcel, including these features as currently conceptually defined, although they may not be funded or constructed as part of the project. In the event future development on the parcel is substantially modified from the current conceptual plans, additional CEQA evaluation may be required.

ASSESSOR PARCEL NUMBER(S): 040-201-038

Latitude: 35° 33' 47.1" N **Longitude:** -120° 42' 10.5" W **SUPERVISORIAL DISTRICT #** 1

B. Existing Setting

Plan Area: North County **Sub:** Salinas River **Comm:** Templeton

Land Use Category: Public Facilities

Combining Designation: Flood Hazard

Parcel Size: 4.82acres

Topography: Nearly level to gently sloping

Vegetation: Urban-built up Ruderal Ornamental landscaping

Existing Uses: Public Facilities

Surrounding Land Use Categories and Uses:

North: Agricultural uses; US Highway 101 Highway interchange **East:** Agricultural uses; retail commercial residential railroad

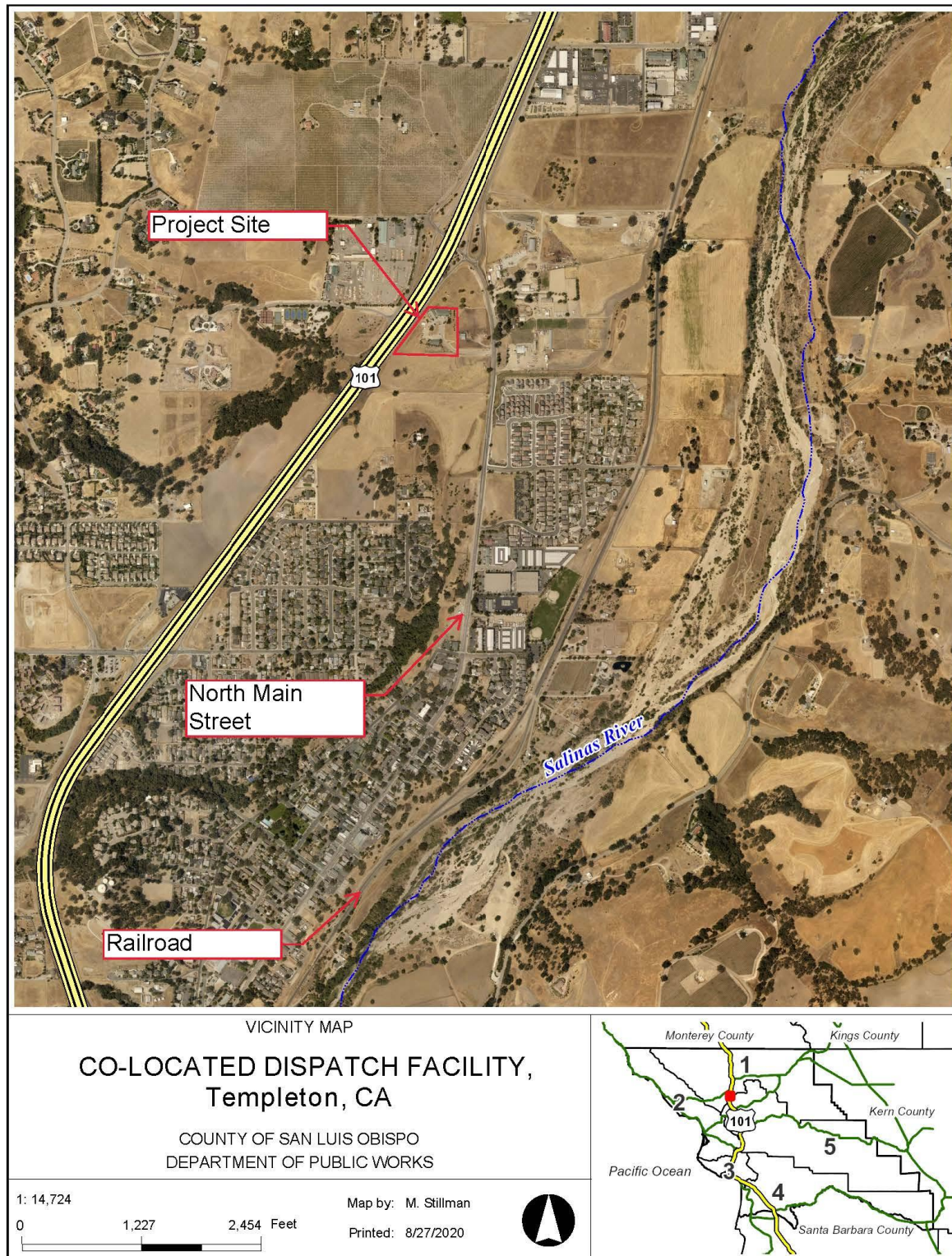
South: Agricultural uses; residential **West:** Residential Rural; US Highway 101 lumber yard recreational facility

C. Environmental Analysis

The Initial Study Checklist provides detailed information about the environmental impacts of the proposed project and mitigation measures to lessen the impacts.

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Figure 1. Project Location



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Figure 2. Conceptual Site Plan with Proposed Co-Located Dispatch Facilities and Potential Future Build-Out Facilities



SLO COUNTY FIRE AND SHERIFF
CO-LOCATED DISPATCH FACILITY

CONCEPTUAL SITE PLAN



A1

#0178-01-CO17 | 08.24.2020



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I. AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Except as provided in Public Resources Code Section 21099, would the project:</i>				
(a) Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting

The project site is located on a parcel adjacent to and east of Highway 101, approximately 800 feet south of the North Main Street / Hwy 101 exit ramp. The property is separated from North Main Street by an intervening approximate 3.7-acre parcel, but the property is still visible from both North Main Street and from Highway 101.

Highway 101 is not listed as a designated or eligible scenic highway in the State Scenic Highway Program managed by the California Department of Transportation (Caltrans).

The Templeton Community Plan (1996) refers to a proposed North County Center at North Main Street and Highway and states that the site “is on a highly visible hill adjacent to Highway 101. Any development should serve as a landmark at the northern entrance to the community. Building architecture would be appropriate that is exemplary of civic functions within the historic context of Templeton. It should be complemented by landscaping, with special attention to setbacks from the highway to partially buffer views.” The Templeton Community Plan does not designate or describe scenic resources.

The project is not located in a designated critical viewshed, scenic corridor, or sensitive resource area.

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Discussion

(a) *Have a substantial adverse effect on a scenic vista?*

The Templeton Community Plan does not designate or describe scenic resources. Views for travelers going north on Highway 101 in the vicinity of the project (from roughly a mile south where the road starts to curve east) include low berms along the west side of the highway, oak woodland and residential developments to the east, and developed lands to the northwest at the Main Street exit ramp. These near-field views tend to dominate the viewshed with distant views of undeveloped hills.

Views for travelers heading south toward the project area consist of similar near-field views as well as distant views of a low ridgeline generally aligned with the Highway corridor. Portions of the existing buildings, fences, and storage areas on the parcel are visible from Highway 101. The proposed project features, including buildings, parking areas, and fences, would be closer to Highway 101 and adjacent to mowed right-of-way bordering the highway. Therefore, the proposed facilities would be visible from the highway. The proposed tower would form a dominant, new element in the landscape.

Views for travelers headed north on Main Street approaching the project area have more open, expansive views of agricultural fields, scattered residential and agricultural buildings, and distant hills. The project buildings are likely to be blocked from view by the existing topography, but the tower would be visible and form a dominant, new element in the landscape.

(b) *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

Highway 101 is not a designated State scenic highway. Project construction would impact an existing developed parcel and surrounding grassland, and would not impact rock outcroppings, historic buildings, or other scenic resources. Several existing trees (approximately five trees - three small pines and three small oaks) at the northwest corner of the parcel may need to be trimmed or removed. The trees are generally small in comparison to larger oak trees in forested areas in the project vicinity and are only visible from the immediate vicinity of the Highway 101 exit ramp. It is likely some trees would need to be trimmed or removed. The conceptual site development plan (Figure 2) includes a landscaping plan that would function as replacement plantings.

Several isolated trees located in the central portion of the project site may need to be removed to accommodate new structures and parking areas. If so, they would be replaced with smaller trees as part of the facility landscaping plan.

(c) *In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

The project would upgrade and expand upon public facility structures that already exist on the site. This includes existing buildings, fences, parking areas, various storage facilities, and covered parking areas. The existing buildings on the site are single story. The tallest proposed building would be two stories high (roughly 40 feet high). The project would double the developed footprint at the site and would result in buildings and structures closer to Highway 101. An approximately 8- to 10-foot-tall perimeter fence would be constructed around some or all of the site.

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There is a small hill on the project site that was created by excess soil when the parcel was developed. The hill provides some screening of the existing facilities at the site for travelers in Highway 101. Site grading would likely require removal of the hill, which would increase visibility of the existing and proposed facilities from Highway 101.

For the County's preliminary design specifications, the proposed buildings would have an architectural design that is consistent with the existing buildings on the site. . The proposed buildings and parking areas and associated features (e.g., storage areas, fences) are expected to be visible from Highway 101, but would be at least partially screened from view for travelers on North Main Street. The proposed development would be similar in character to existing development along Highway 101 in the vicinity with the exception of the proposed communication tower.

The proposed 140-foot-high tower would be taller than the surrounding and/or nearby structures. Additionally, the tower would include over 40 pieces of equipment and antennae that would increase its profile and therefore its visibility. Such a structure would be out of character with the existing views from surrounding public viewpoints, and would be a highly noticeable and obtrusive component of the view as seen from surrounding public roads. Landscaping could filter views of the tower at ground level but would be insufficient to filter views of most of the tower due to its height.

(d) *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

Federal Aviation Administration (FAA) safety regulations pertaining to airspace safety (14 Code of Federal Regulations Part 77) specify requirements for FAA notice and for required navigation aids for structures. Notice to FAA may be required for towers greater than 200 feet above ground level or for lower structures based on the particular location. FAA provides an online Notice Criteria Tool to assist in determining FAA requirements for towers. The online tool was used with the latitude and longitude of the proposed tower location and a conservative structure height of 165 feet above ground surface. The result was that such a tower would not exceed the FAA Notice Criteria, meaning that notification to FAA would not be required. The tool includes a search for airports within 5 miles of the site.

There is a heliport at the Twin Cities Hospital on Las Tablas Road approximately 1 mile southwest of the project site. FAA defines heliport approaches as extending 4,000 feet from the heliport landing surface (14 CFR Part 77.23(a)). From this, the County expects that the tower will not require marking for obstructions to air navigation due to proximity to the heliport. However, to ensure the project is in compliance with all applicable FAA requirements, the County will be requesting a Determination of No Hazard for the proposed tower from FAA. In addition, the County will contact Twin Cities Hospital and notify them of the proposed project.

In the event the tower is determined by FAA to be a hazard or obstruction to air navigation, FAA Obstruction Marking and Lighting (Advisory Circular No. 70/7460-1L) would apply. FAA required or recommended markings could include, for example, marking with alternating bands of white and orange paint (Section 3.4.4 of the Advisory Circular), or use of steady or flashing red or white obstruction lights for nighttime and/or daytime visibility (Section 4.3). Tower lighting options may include use of Aircraft Detection Lighting Systems that are only illuminated when there is air traffic in the vicinity of the tower.

Additionally, lighted parking areas would be required for the dispatch facility operations staff. This would increase the amount of lighting from what is already at the site. Use of low-impact lighting (e.g. fully shielded, downward facing), if feasible, would help reduce nighttime glare and the intensity of nighttime lighting.

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Conclusion

The proposed buildings and parking areas and associated features (e.g., storage areas, fences) are consistent with other types of existing development that is visible along Highway 101 in the vicinity (Atascadero-Templeton-Paso Robles Highway 101 corridor). The project would expand upon the existing facilities at the site, and the proposed buildings would include a similar architectural style. However, the two-story dispatch facility building would be taller than the existing buildings, and the project features (e.g., two-story building, parking areas, storage areas, fences) would be located closer to Highway 101 than the existing facilities.

Views of the project for travelers on Highway 101 would be filtered by installation of an appropriate landscaping plan. As such, absent the proposed tower, the proposed facilities, including those proposed for full build-out of the site, would likely not have a significant aesthetic impact with the incorporation of typical mitigation measures pertaining to a compatible architectural design, an appropriate landscaping plan, and measures to ensure that the facility lighting does not produce substantial nighttime light or glare.

In contrast, the proposed communication tower would be substantially taller than the surrounding structures, would have an industrial appearance, and would have a relatively wide profile due to the required attachments. The tower would introduce a new visual element into the landscape that would be out of character with the existing views, including for travelers approaching the site from both directions on Highway 101, travelers on North Main Street, and other surrounding publicly accessible roads. Based on the height of the tower and required attachments, no readily apparent visual mitigation measures are available to reduce the visual impacts to a less than significant level. Therefore, the proposed communication tower has the potential for significant adverse visual effects.

While the basis for the potential for significant impacts is the proposed communication tower, the visual impact assessment to be completed in the EIR will address the entire project in a wholistic manner. The visual simulations, impact analyses, alternatives discussion, and consideration of mitigation measures in the EIR will address all aspects of the project.

Mitigation

Necessary, appropriate, and feasible mitigation measures will be discussed in the EIR.

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II. AGRICULTURE AND FORESTRY RESOURCES

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

Setting

The project is located on a parcel with a Public Facilities land use category with no existing commercial or agricultural uses. The adjoining parcels north, east, and west of the site are designated Commercial Retail; they consist of open land and contain some haying and cattle activities. Land designated as Residential

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Suburban further south has a mix of homes and pasture. The closest parcels with an agricultural land use designation are located approximately 1,100 feet to the east, on the east side of North Main Street.

The soil types on the property include Lockwood-Conception Complex and Lockwood Shaly Loam. The Lockwood-Conception Complex occurs in the central portion of the site and is not considered Prime Farmland soil. The Lockwood Shaly Loam occurs at the eastern-most end of the access drive and along the western property boundary, bordering Highway 101. This soil type is considered Farmland of State Importance. However, the property is developed and is mapped as urban land on the Farmland Mapping and Monitoring Program county map.

There are adjacent properties with existing cattle grazing and dry farming activities, which are also not zoned for agricultural use. The Dusi Vineyard exists approximately 0.25 mile to the northwest. The project site is within the Templeton Agricultural Preserve Area but is not in or near any land under a Williamson Act contract. The further development of public facilities on this property is not anticipated to impair the use of surrounding properties, would not be in conflict with the existing grazing activities on those properties, and would not result in adverse effects to agricultural land uses. Therefore, no significant impacts to agricultural resources are anticipated.

There are areas mapped as County hardwoods, with less than 10% cover Valley Oak Woodland in the general vicinity, including the opposite side of Highway 101, that would not be considered forestland or timberland subject to Public Resources Code Sections 12220(g) or 4526. None of these sparsely forested lands occur in or adjacent to the project site. The site is predominantly vegetated with herbaceous vegetation and has several isolated native oaks, an elm, and landscaping plants.

Discussion

- (a) *(Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*
- (b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract?*
- (c) *Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?*
- (d) *Result in the loss of forest land or conversion of forest land to non-forest use?*
- (e) *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?*

In regard to (a) through (e), the project would be located at a currently developed site that is not used for agricultural purposes. The project would not interfere with access to or agricultural use of adjoining agricultural lands. There will be no impacts to or conversion of farmland, forest land or timberland. No forest land or timberland meeting the definitions in (c) occurs at or near, or will be affected by, the project.

While the project site has mapped farmland soils, the U.S. Department of Agriculture guidance (USDA 1999) states that consideration of agricultural impacts is not warranted in developed rights-of-way and lands already in or committed to urban development.

The project is not within, and will not affect, forestland or timberland.

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Conclusion/Mitigation

Due to the scope of the proposed project, the location in existing County-owned property and previously disturbed areas, and the lack of agricultural and forest resources within the project site and vicinity, no significant impacts to agricultural and forest resources are anticipated. No additional analyses or mitigation measures are necessary.

III. AIR QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:</i>				
(a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Setting

San Luis Obispo County is in non-attainment status for ozone and particulate matter 10 micrometers in size and smaller (PM₁₀) under the California standards. This means that the state air quality standards for ozone and PM₁₀ are not being met. The County's Clean Air Plan describes strategies to reduce emissions of these pollutants with the goal of improving air quality to meet the state standards by the earliest possible date.

The Air Pollution Control District's (APCD) Clean Air Plan (CAP) provides guidance for long-term emissions, cumulative effects, and countywide programs developed with the goal of reaching acceptable air quality levels. The CAP states that consistency analysis is generally required for large residential and commercial projects or industrial developments. Air quality improvement strategies in the Clean Air Plan that may potentially be applicable to Public Works projects are those aimed at reducing the use of fossil fuels and reducing vehicle travel.

For project-specific emissions analyses, the current guidance is the County APCD CEQA Air Quality Handbook (2012). The Handbook provides daily and quarterly air pollutant significance thresholds that apply to project operations and construction and specifies mitigation measures to address threshold exceedances. These include control measures for any grading activities that would generate airborne dust (a source of PM₁₀) or disturb naturally occurring asbestos, and control measures for disturbance of hydrocarbon-contaminated

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soils, demolition of asbestos-containing buildings and structures, and demolition of structures coated with lead-based paint. Diesel idling restrictions for on-road and off-road construction vehicles and equipment have been codified into state law to reduce emissions of ozone precursors.

The project is not in the APCD's Naturally Occurring Asbestos buffer area.

A referral was submitted to the APCD and the County received a response on October 22, 2019. APCD's recommendations are incorporated below.

Discussion

(a) Conflict with or obstruct implementation of the applicable air quality plan?

The APCD evaluated the construction and operational impacts of this project and determined that a project-specific air quality assessment would not be required because project emissions would likely be less than the APCD's significance threshold values identified in Table 2-1 of the CEQA Air Quality Handbook (2012).

Specific construction or operational equipment may require an APCD permit, such as portable generators greater than 50 hp, electric generation plants or standby generators, public utility facilities, or internal combustion engines.

(b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

The project construction and operational emissions are below the thresholds warranting project-specific assessment. Therefore, it is not anticipated that the project would 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.

(c) Expose sensitive receptors to substantial pollutant concentrations?

The project is anticipated to result in emissions common to all construction-related activities such as dust and short-term vehicle emissions. The site is within 1,000 feet of potentially sensitive receptors, including a recreational facility approximately 1,000 feet to the west, a daycare center approximately 400 feet to the east, and residences approximately 840 feet south and 325 feet southeast of the project site. The APCD recommended standard dust control measures be implemented to avoid adverse impacts to sensitive receptors during construction.

The project site is not in an area where Naturally Occurring Asbestos (NOA) has been mapped or would be expected to occur based on the geology; therefore, the potential for disturbing NOA in soils from construction activities is not expected.

(d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

The project is anticipated to result in emissions common to all construction-related activities such as dust and short-term vehicle emissions. The project is not expected to result in other emissions or odors that would have an adverse effect on surrounding areas.

From the perspective of facility operations, the use of a diesel backup generator and possibly other types of equipment may require APCD permits.

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Conclusion/Mitigation

The County APCD recommended mitigation measures for fugitive dust emissions applicable to projects with grading areas greater than 4 acres or within 1,000 feet of sensitive receptors. The measures are listed in Exhibit B and include such things as minimizing the extent and duration of exposed soils, and using water control, tarps, and other appropriate measures to control construction-generated dust. The APCD measures also indicate the types of operational facilities that may require an APCD permit. Implementation of the APCD-recommended measures (Exhibit B, measures AQ-1 through AQ-16) would ensure potential air quality effects from construction and operation of the project are reduced to a less than significant level. No additional analyses or mitigation measures are necessary.

IV. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Setting

The project site is in previously disturbed land between Highway 101 and North Main Street. The U.S. Geological Survey *Templeton* topographic quadrangle shows several intermittent drainages in the vicinity. One crosses under Highway 101 approximately 1,000 feet south of the project site, and one crosses under North Main Street approximately 600 feet south of the parcel's access drive. The Salinas River is approximately 0.5 mile east, separated from the site by North Main Street, developed land, and agricultural fields. There are no other surface waters in the vicinity of the site.

Vegetation is mapped as urban/built environment at the project site and on the adjoining parcels to the east and north. The adjoining parcel to the north is mowed pasture. Emergent vegetation and agricultural pastures are located to the south of the parcel and west of Highway 101. Narrow bands of forested land occur west of Highway 101 and between residential developments located south of the site.

Site visits to assess habitat conditions were conducted on October 23, 2019, and January 13, 2020. Vegetation in the existing undeveloped portions of the project parcel consists of ruderal species, dominated by non-native grasses. Vegetation around the existing buildings includes landscaping trees and shrubs and several mature trees (e.g., a mature elm tree and a valley oak).

The portions of the site to be impacted by the project are isolated and highly disturbed due to adjacent development, close proximity to Highway 101, and agricultural use of the adjoining parcels. Therefore, the site does not provide appropriate habitat for special-status vegetation and wildlife.

The potential for federally protected and state special-status species to occur in the project vicinity was evaluated with the California Natural Diversity Database (CNDDDB) (nine-quadrangle search area), California Native Plant Society (CNPS) plant list (nine-quadrangle search area), the U.S. Fish and Wildlife Service Information, Planning, and Consulting System (IPaC), and the National Marine Fisheries Service search tool. The resulting species lists were reviewed and compared to site conditions and known species ranges and/or occurrences.

Most species were determined to have low likelihood to occur at the project site due to lack of suitable habitat, the isolated and disturbed nature of the site, and/or the site being outside the known range of the species. No special-status species have the potential to occur at the site based on lack of suitable habitat and no documented occurrence within a mile of the proposed project.

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JURISDICTIONAL WETLANDS, WATERS, AND RIPARIAN HABITATS

Based on database review and field surveys, there are no jurisdictional areas, including surface waters, wetlands, vernal pools, or riparian banks within or near the project site.

Discussion

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

The project parcel has been disturbed in the past and roughly one half of the site consists of existing buildings and pavement. Areas within and around the existing developed areas are subject to human disturbance from the existing facilities and close proximity to Highway 101. There are no surface waters or natural communities that would attract wildlife with the exception of nesting birds. Therefore, occurrence of special-status plant and wildlife species is considered highly unlikely. No significant impacts to any species identified as a candidate, sensitive or special status species would result from construction of this project.

- (b) *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?*

There is no riparian habitat or other sensitive natural community that was identified on or adjacent to the project site.

- (c) *Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

No wetlands exist on or adjacent to the site.

- (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?*

Based on existing development on the site and close proximity to Highway 101 and surrounding developed lands, the project site is not expected to serve as a wildlife corridor or nursery site. There is potential for migratory nesting birds to be present during the nesting season (generally February 1 through September 1).

Additionally, communications towers may pose some threat to migratory birds. Available literature suggests the risk is highest when towers include the following components:

- steady burning light;
- guy wires for support;
- height exceeding 350 feet;
- located in areas with frequent inclement weather patterns;
- located in areas with higher density of migrants using the airspace;
- located along ridgelines, effectively reducing the free airspace above the tower.

The project, as designed, does not contain the above attributes; the need for navigation lighting is considered unlikely but would be confirmed with the FAA as part of the final design. Migrating birds could occur at the site, but would be expected to be more prevalent in the Salinas River floodplain corridor approximately 0.5 mile east of the site. Based on the relatively low height of the tower compared to the risk guideline above,

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lack of guy wires, and non-ridgeline location, the project is not expected to interfere substantially with the movement of native resident or migratory wildlife.

- (e) *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

The project design would be consistent with local policies or ordinances protecting biological resources. Any native trees removed for construction would be replaced as part of the proposed landscaping plan.

- (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?*

No habitat conservation plans exist that are relevant for the project site.

Conclusion/Mitigation

The project site does not support any sensitive native vegetation, significant wildlife habitats, or special-status species. There are no permanent or ephemeral hydrologic features onsite. The County's standard mitigation measure regarding pre-construction surveys for nesting birds (Exhibit B, BR-1) for construction scheduled during the nesting season (generally February 1 through September 1) would ensure no significant adverse effects to migratory and native nesting birds. Typical mitigation measures would be implemented to ensure no adverse effects to wildlife during construction. Such measures would include conducting pre-construction surveys and implementing protective measures in the event any special-status species, including nesting birds, are identified onsite (Exhibit B, BR-2 through BR-4). No additional analyses or mitigation measures are required to address impacts to biological resources.

V. CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting

The project site lies within a region historically occupied by the Salinan and Chumash. The Chumash occupied the coast between San Luis Obispo and northwestern Los Angeles County, inland to the San Joaquin Valley. They were divided into two broad groups, of which the Obispeño were the northern group. The Salinan were

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northern neighbors of the Chumash, and although the presence of a firm boundary between the Chumash and the Salinan is uncertain, ethnographic accounts have placed Salinan territories in the northern portion of the County. Neither tribal group has recognized tribal lands in the project area. The Salinas River corridor, approximately 0.5 mile east, and associated creeks would be considered particularly archaeologically sensitive because they provided access to water, fish, and a diversity of plants and animals associated with the riparian zones.

An archival review of the project area was conducted to determine if any previously identified cultural resources exist the project area, including the County's cultural resource database, California Historical Landmarks, California Points of Historical Interest, U.S. Geological Service (USGS) Historical Topographic Map Explorer, Division of Gas and Geothermal Resources GIS Well Finder, and the National Register of Historic Places. No known historical buildings, structures or sites listed in the California Register of Historical Resources are located in or near the project area.

A review of past USGS maps for the project site indicate the extensive creek alteration has occurred in the general vicinity and that some pre-existing creek sections are no longer in existence. Archaeological investigations have been conducted for the parcel immediately north, as well as large parcels to the northwest and southeast of the project site. No resources were identified by those efforts. The nearest previously identified resource is approximately 0.5 mile to the east and is associated with surveys performed for the state water project pipeline project.

Archival review of aerial images also indicates that approximately 90% of the parcel underwent substantial disturbance when the existing facilities were being constructed, including grading, importation of fill, utility trenching, and excavation.

Archaeological surface surveys of the site were conducted on October 23, 2019, and January 13, 2020. Methods consisted of walking the project area and inspecting all areas of bare ground, gopher/rodent hole kickouts, cut banks, and topography contours to assess the potential for cultural resources to exist in the project area. No evidence was detected suggesting that cultural resources exist on the project site.

Discussion

- (a) *Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?*
- (b) *Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?*
- (c) *Disturb any human remains, including those interred outside of dedicated cemeteries?*

In regard to (a) through (c), results of archival background research and field surveys did not identify any cultural resources in the project area and no further investigation is warranted.

Conclusion/Mitigation

The project is unlikely to adversely affect cultural resources. Standard mitigation measures regarding procedures to be followed in the event previously unidentified cultural resources or human burials are discovered during construction would be implemented to ensure no adverse impacts to previously unidentified cultural resources (Exhibit B, CR-1 and CR-2). No additional analyses or mitigation measures are necessary.

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VI. ENERGY

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

Setting

Energy considerations under CEQA are intended to evaluate projects with respect to the goals of decreasing energy consumption and reliance on fossil fuels, and increasing reliance on renewable energy sources (CEQA Guidelines Appendix F). Relevant factors for consideration can include energy consumption required for the project, compliance with energy standards, and effects of the project on local and regional energy supplies, electricity demand, and transportation energy requirements.

The project area is within a broadly defined County renewable energy combining designation.

Construction and operation of the project will require energy consumption. Future phases of the project may include the installation of solar panels.

Discussion

- (a) *Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

The project does not anticipate wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation. The project would consolidate multiple facilities that currently exist throughout the county into a single facility, potentially resulting in a more efficient use of shared resources. New construction at the facility would be designed in accordance with sustainability criteria defined in the Leadership in Energy and Environmental Design (LEED) standards for energy efficiency. LEED rankings include basic, silver, gold, and platinum rankings; as currently proposed, the building would meet the silver standards. The project would include a diesel generator that would only be used on an emergency basis.

Construction vehicle emissions have been evaluated for the project as described in the Air Quality section, and would be managed to avoid wasteful or unnecessary consumption of fuel that would contribute to air emissions.

Therefore, the project is not expected to contribute to wasteful, inefficient, or unnecessary consumption of fossil fuels.

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(b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The County is collaborating with two adjoining counties to develop energy efficiency programs to help reduce energy use, reduce carbon emissions, and meet the goals of local climate action plans. Efforts to date have focused on building codes, construction workforce training, and residential energy efficiency assistance programs. The project would comply with all applicable State and County building codes regarding energy efficiency.

The proposed facility conceptual plan includes the potential to add solar panels, which would reduce reliance on fossil fuel-based energy sources.

Conclusion/Mitigation

Neither construction nor operation of the project would result in energy impacts. No conflicts with state or local plans for renewable energy or energy efficiency have been identified. The mitigation measures pertaining to air quality and implementation of state law regarding diesel equipment and vehicle use during construction are intended to limit harmful air emissions, but would also help reduce energy consumption. No additional analyses or mitigation measures pertaining to energy use are necessary.

VII. GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Setting

The geology of the parcel and surrounding lands consists of Quaternary (*i.e.*, from the most recent of the defined geological periods) alluvial deposits. This region of the County is not near the Alquist/Priolo Fault Zone. Mapped potentially capable faults lie approximately 0.6 mile northwest of the site. The entire county is mapped as seismically active, which indicates the potential for severe and destructive ground shaking not directly associated with a fault.

The parcel and surrounding region are mapped as having low landslide risk.

The soil types on the property include Lockwood-Conception Complex in the central portion of the site and Lockwood Shaly Loam at the eastern-most end of the access drive and along the western property boundary, bordering Highway 101. Both soil types have moderate shrink-swell capacity, meaning they could be subject to liquefaction during a seismic event. Both soil types are characterized by low erodibility.

A geotechnical report for the parcel was prepared prior to construction of the Sheriff's Substation (GSI, 2003). The purpose of that report was to determine geotechnical constraints for construction of the existing sheriff facility at the site. The conclusions and recommendations in that report were specific to the previously proposed structures. They were reviewed and updated in 2018 by a registered professional engineer for the currently proposed facilities, with recommended design standards for building pads, foundations, retaining walls, concrete slabs, and pavement.

Quaternary alluvial deposits, particularly older, fine-grained alluvial sediments, have the potential to yield significant vertebrate fossil localities throughout California.

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Discussion

- (a) *Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*
- (a-i) *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*
- (a-ii) *Strong seismic ground shaking?*
- (a-iii) *Seismic-related ground failure, including liquefaction?*
- (a-iv) *Landslides?*

In regard to (a-i) through (a-iv), the project is not at or directly adjacent to mapped faults and there is low potential for fault rupture to impact the site. Compliance with building regulations would address potential for strong seismic ground shaking and soil stability, including the potential for liquefaction during a seismic event. The terrain is generally level with a slight slope to the south; topography of the site is not conducive to landsliding. If more detailed analyses are needed for the proposed facilities, they would be completed prior to the final construction design.

- (b) *Result in substantial soil erosion or the loss of topsoil?*

Neither substantial soil erosion nor the loss of topsoil is anticipated to be a part of this project. The site is generally level and is not at or adjacent to drainage channels or streams. Standard construction best management practices, including use of appropriate erosion control devices, would be utilized during construction of the project to prevent erosion and loss of topsoil.

- (c) *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*

The project setting would not be considered unstable. Soils within the project site have low erodibility and moderate shrink-swell (expansion) potential. The project area has relatively flat topography and is not in an identified landslide risk zone. Any risks from soil instability pertaining to the proposed facilities would be addressed in the engineering design of the project.

- (d) *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*

See response to (c). The mapped soil units in the project area have moderate shrink-swell capacity. Any instabilities related to soil type would be addressed in the engineering design of the project so as not to pose any substantial direct or indirect risks to life or property.

- (e) *Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?*

The parcel is in the Templeton Community Services District service area and on-site wastewater disposal is not proposed.

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(f) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Based on the relatively small and shallow area of proposed disturbance, as well as past disturbance of the site, disturbance of paleontological resources from the project is unlikely.

Conclusion/Mitigation

The project would support essential services and all components of the project would be designed with strict adherence to current building codes and engineering recommendations to address project-specific seismic and soil conditions that could affect safety. The site does not pose any unique risks for soil erosion and is not at or adjacent to surface water resources; standard construction measures would be used to ensure no adverse impacts from erosion (Exhibit B, GS-1). Construction of the project has a low likelihood of disturbing paleontological resources. As such, no further analyses and no mitigation measures are necessary regarding geology and soils.

VIII. GREENHOUSE GAS EMISSIONS

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

Setting

Greenhouse Gas (GHG) Emissions are broadly recognized as contributing to an increase in the earth's average surface temperature and long-term changes in climate.

The passage of Assembly Bill (AB) 32, the California Global Warming Solutions Act (2006), recognized the need to reduce GHG emissions and set the GHG reduction goal for the State of California into law. The law codifies the statewide goal of reducing GHG emissions to 1990 levels by 2020. This is to be accomplished by reducing GHG emissions from significant sources via regulation, market mechanisms, and other actions. Subsequent legislation (e.g., SB97-Greenhouse Gas Emissions bill) directed the California Air Resources Board (CARB) to develop statewide thresholds.

In March 2012, the San Luis Obispo Air Pollution Control District (APCD) approved thresholds for GHG emission impacts, and these thresholds have been incorporated into the APCD's CEQA Air Quality Handbook. As described in the Air Quality section, a referral was submitted to the APCD and the County received a response on October 22, 2019. APCD's comments and recommendations are addressed in the Air Quality section and do not contain any specific concerns or recommendations related to greenhouse gas emissions.

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Discussion

- (a) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

The project is consistent with the general level of development anticipated and projected in the Clean Air Plan. Construction will result in short- and long-term air emissions. Construction emissions would be temporary; compliance with State diesel idling laws (described in the Air Quality section) would help reduce construction vehicle emissions. From an operational standpoint, the building design would incorporate LEED standards (described in the Energy section) for energy efficiency that would reduce potential operational emissions of greenhouse gases. Therefore, the project's greenhouse gas emissions are not expected to have direct or indirect significant impact on the environment.

- (b) *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

The project is not in conflict with any plans, policies or regulations pertaining to greenhouse gas emissions reduction.

Conclusion/Mitigation

Under CEQA, an individual project's GHG emissions would generally not result in direct significant impacts. This is because climate change is global in nature. However, an individual project could be found to contribute to a potentially cumulative impact. Based on the relatively small size of the proposed facility, the fact that operational aspects will be consolidated/relocated from other existing facilities, and that energy efficiency standards will be incorporated into the design, the project is not expected to have direct or cumulative significant effects and no further analyses or mitigation measures are necessary.

IX. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Setting

The project is not located in an area of known hazardous material contamination. A review of the Geotracker database indicates that there are no hazardous waste sites, cleanup sites, or underground storage tanks within 2,000 feet of the project area.

The dispatch facility would function in a communications capacity and would not be used for storage of potentially hazardous materials. Diesel fuel storage for an emergency generator would be permitted in accordance with a Spill Prevention Control and Countermeasure Plan that complies with storage system design, construction, and code requirements.

The closest school is a daycare facility on the east side of North Main Street approximately 400 feet east of the project parcel boundary. Templeton schools are generally located a mile south of the project site.

The project is not within the Airport Review area; the closest airport review area is in Paso Robles and is over five miles northeast of the project site.

The project is not in a mapped fire hazard severity zone and is the responsibility of local fire responders.

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Discussion

- (a) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

The project does not propose the routine use, transport or disposal of hazardous materials. The facility would not include vehicle refueling or maintenance areas; these activities would be conducted offsite. The project would require storage of a diesel generator and diesel fuel, which would be contained in an appropriate facility to prevent hazards from any spills or releases.

- (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?*

The project does not propose the use of hazardous materials. Diesel fuel for a backup generator will be stored on site in an appropriately contained, secure storage facility. The potential for hazardous materials spills or releases during construction would be minimized with an appropriate construction spill prevention and response plan.

- (c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

The project is within one-quarter mile of an existing daycare facility but does not propose the use of hazardous materials or the generation of hazardous wastes.

- (d) *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

The list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 is mapped in GeoTracker and the project site is not within 2,000 feet of any mapped sites. The closest mapped sites include irrigated lands regulatory program sites and sites with waste discharge requirements (within approximately 3,000 feet). There are no mapped cleanup or hazardous waste sites in the vicinity.

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

The project is not located within an airport land use or within two miles of a public airport or evacuation plan. The project is located within approximately one mile of a heliport located at Twin Cities Hospital. Project design will account for FAA requirements with regards to clearance requirements and air navigation aids. The project will not result in a safety hazard or excessive noise for people residing or working in the project area.

- (f) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

The project would expand an existing emergency response facility accessed from an existing access drive off a main road, and is not expected to conflict with any regional emergency response or evacuation plans.

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- (g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

The project would expand an existing public facility development and does not present a significant wildland fire safety risk. Construction fire hazards would be minimized by restricting equipment staging and vehicle use/parking over areas with dry vegetation.

Conclusion/Mitigation

No significant impacts because of hazards or hazardous materials are anticipated from construction or operation of the project. Diesel storage for a backup generator would be subject to the requirements of a permitted plan. While not in direct proximity to surface waters, the potential for accidental spills or releases of fuels during construction would be addressed to reduce any potential for groundwater contamination. Standard construction measures requiring the County of its contractor to prepare and implement a spill prevention and response plan would ensure no significant adverse effects from construction equipment and vehicles (Exhibit B, HZ-1). Construction fire hazard would be reduced with a standard construction measure prohibiting activities in areas with dry vegetation (Exhibit B, HZ-2). No additional analyses or mitigation measures are necessary.

X. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(i) Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Setting

The project site does not contain or occur in close proximity to any surface waters. The site topography is fairly level and the closest surface waters are separated from the project area by existing roads, development, and agricultural fields.

There is a mapped 100-year floodplain area that crosses onto the southern portion of the parcel located to the south of the project parcel. It is associated with an unnamed drainage that originates west of Highway 101, flows southeast to the south of the project site, and joins the unnamed drainage channel that crosses under North Main Street about 500 feet south of the parcel's entrance drive.

The regional groundwater underlying the project parcel is the Atascadero Area of the Salinas Valley Basin, which follows the Salinas River from Santa Margarita to Highway 46. The basin was designated as a very low priority basin by the California Department of Water Resources, so is not subject to regulation under the Sustainable Groundwater Management Act. However, the County and regional entities are developing a groundwater sustainability plan for the basin to ensure effective management of the resource.

Construction projects involving more than one acre of disturbance are subject to preparing a Storm Water Pollution Prevention Plan (SWPPP) to minimize on-site sedimentation and erosion. When work is performed in the rainy season, the County installs all required temporary erosion and sedimentation measures.

Water and wastewater for the facility would be provided by the Templeton Community Services District (CSD). The CSD provides drinking water for the community from deep groundwater wells, from shallower Salinas

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River underflow wells, and from the Nacimiento Water Company. The CSD's treated wastewater is discharged into ponds where it percolates into (i.e., recharges) the regional groundwater.

Discussion

- (a) *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

No waste would be authorized for discharge from the site, and potential impacts to water quality stemming from runoff or erosion would be controlled by best management practices to be incorporated into the stormwater design and a Spill Prevention Control and Countermeasure Plan Containment Plan if required for emergency generator diesel storage.

- (b) *Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

The project would receive water supply and wastewater services from the Templeton CSD, which is responsible for managing its water and wastewater services using sustainable groundwater management practices.

- (c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*

- (c-i) *Result in substantial erosion or siltation on- or off-site?*

The project does not propose alteration of a waterway. Minor grading is anticipated, the most substantial of which is the possible regrading of a spoil pile left onsite from previous construction activities. Soil would be reused onsite or disposed offsite in an appropriate manor. Construction impacts would be minimized with installation of appropriate sedimentation and erosion control measures as described in the Geology and Soils section. Long-term erosion and siltation concerns from the proposed development would be addressed in the proposed low-impact development stormwater design.

- (c-ii) *Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*

The project will increase impervious surfaces at the site. The project's low-impact stormwater design would address surface runoff concerns to ensure that the project would not substantially increase the amount or rate of stormwater runoff from the site. The primary stormwater features would be stormwater detention basins, which would allow runoff from pervious areas of the site to percolate into the regional groundwater.

- (c-iii) *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

The proposed low-impact development stormwater design for the project would ensure that stormwater runoff would not exceed the capacity of the system. The site is not expected to generate substantial sources of pollution. Stormwater controls would be used to treat runoff from paved areas and to protect the proposed diesel fuel storage facility in the event of an accidental spill or release.

- (c-iv) *Impede or redirect flood flows?*

The project would not directly or indirectly affect the mapped floodplain to the south or any surface waters, and would not impede any flood flows.

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(d) *In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?*

The site is not within the 100-year flood zone or a coastal flood hazard zone.

(e) *Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

The project will not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The closest water quality control plans for the Salinas River are for the lower watershed, far downstream from the Templeton area, at the northern end of Monterey County. Pollutants of concern for that region include pesticides, fecal coliform, nutrients, salt, and turbidity. The project would not serve as a substantial source of runoff that could potentially contribute any of these pollutants to groundwater or to surface water runoff contributing to the Salinas River.

Conclusion/Mitigation

As described in previous sections, new construction at the facility would be designed in accordance with LEED standards and with low-impact development design for energy efficiency, water efficiency, and stormwater management to minimize water use and uncontrolled runoff. These would include standard measures to prevent the potential for adverse water quality effects from stormwater runoff to surface waters or infiltration to groundwater (Exhibit B, GS-1, HZ-1).

Based on the amount of water required and coordination with the Templeton CSD confirming sufficient capacity to provide services for the project, no significant impacts from water use are anticipated. Refer to the Utilities section for more information.

No further analyses or mitigation measures are required.

XI. LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

Surrounding land uses are identified on Page 3 of the Initial Study. The proposed project was reviewed for consistency with policy and/or regulatory documents relating to the environment and appropriate land uses (e.g. County Land Use Ordinance, Local Coastal Plan, etc.). Referrals were sent to outside agencies to review for policy consistencies (e.g., County Fire for Fire Code, APCD for Clean Air Plan, etc.).

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Discussion

(a) *Physically divide an established community?*

The project would expand an existing development on a single parcel and would not physically divide an established community or alter existing transportation routes between communities.

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

As described in the Aesthetics section, the project's architectural design would be chosen to be compatible with the historic character of the community, consistent with the Templeton Community Plan. Trees that are removed for construction would be replaced as part of the facility landscaping plan, which is consistent with the County tree replacement policy. There are no other land use plans or policies applicable to the project.

Conclusion/Mitigation

The project would not conflict with the Templeton Community Plan or County policies and there are no other land use plans or policies applicable to the project. No further analyses or mitigation measures are necessary.

XII. MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Result in the loss of availability of a locally- important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The project site is not located near any surface mines or energy/extractive areas. The closest such areas are sand mining areas associated with the Salinas River, at least 0.5 mile east of the project site.

Discussion

(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?*

The project will impact developed lands within County-owned property and is not located within or near any known mineral resources.

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- (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?

The project is not located within or near any mineral resource recovery sites.

Conclusion/Mitigation

The project is not expected to impact mineral resources and no further analyses or mitigation measures are necessary.

XIII. NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project result in:</i>				
(a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b) Generation of excessive groundborne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

Noise sources at or near the project site are primarily traffic-related and include Highway 101 and Main Street. The lumber yard and agricultural operations also produce noise. Sensitive receptors (residences, a daycare facility, recreational facility) are located within 1,000 feet of the project site.

Discussion

- (a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

The project will generate temporary construction noise for the duration of construction. Construction noise will be temporary and will be confined to daylight and non-weekend/non-holiday hours. Operational activities

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would not generate any unusual or excessive noise. The facility would serve as a communications center and would not require or include unusual outdoor activities that would generate excessive noise.

(b) *Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?*

Construction equipment would generate some ground-borne noise and vibration, which are not expected to be excessive as no blasting or pile driving would be required. Construction activities would be limited in duration and consistent with typical construction activities.

(c) *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

The project is not located in the vicinity of a private or public airstrip.

Conclusion/Mitigation

Operational noise levels would not be unusual or excessive. Construction-generated noise will be temporary and would be consistent with typical construction activities. Construction would occur during daylight hours and is not expected to require extended nighttime, weekend, or holiday hours that could potentially affect nearby residences. No further analyses or mitigation measures are necessary.

XIV. POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
(a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The project is in a segment of relatively sparsely developed land located between the more developed areas of Templeton and the city of Paso Robles immediately north and south.

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Discussion

- (a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

The project would provide a work location for 20 to 30 County dispatch and emergency response personnel, some of whom would be relocated to the new facility from existing facilities. The proposed facility would provide housing for emergency personnel on a temporary basis for specific emergencies. The project would not create new permanent housing. Therefore, the project would not have a direct impact on regional population growth.

The project would expand the developed area on a single parcel serviced by a dead-end access drive; the project would not alter existing transportation networks.

- (b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The project would use a currently vacant portion of a developed parcel and would not displace any housing.

Conclusion/Mitigation

The project would have no impacts on population and housing and no further analyses or mitigation measures are necessary.

XV. PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Setting

The project would consolidate some of the existing dispatch facilities located elsewhere in the County to a single new location without triggering the need for additional new facilities located elsewhere.

Discussion

- (a) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection, police protection, schools, parks, or other public facilities.*

The project would not displace any facilities that currently provide public services, or interfere with the provision of fire protection, police protection, schools, parks, or other public facilities at or near the site and throughout the County. The project would have beneficial impacts for police and fire protection and emergency response by consolidating these functions into a central County facility. This is expected to provide more efficient and effective operations for these functions.

Conclusion/Mitigation

No adverse impacts to public services were identified. No further analyses or mitigation measures are necessary.

XVI. RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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Setting

The project is not located in a location that would affect any trail, park, recreational resource, coastal access and/or Natural Area.

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 project is not expected to increase the use of existing neighborhood and regional parks or other recreational facilities.

- (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 does not include construction or expansion of recreational facilities.

Conclusion/Mitigation

The project would have no impacts to recreation. No further analyses or mitigation measures are necessary.

XVII. TRANSPORTATION

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

Setting

The proposed facility will adjoin the existing Sheriff's substation already located on the parcel. The parcel is accessed from an existing access drive off North Main Street. The proposed dispatch facility would support 20 to 30 full-time personnel and result in an estimated 110 average daily vehicle trips. During emergency events traffic to the site would increase to an estimated 150 average daily vehicle trips.

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The County is conducting planning studies to reconfigure the Highway 101/North Main Street interchange to provide congestion relief and multimodal connectivity. Preliminary scoping was completed and resulted in a number of alternatives to evaluate. The proposed interchange reconfiguration would maintain the existing highway access and would not affect North Main Street at the project site.

Discussion

- (a) *Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

The project would not expand or alter existing transportation networks or bicycle and pedestrian facilities. The project would expand development on an existing parcel served by an existing access road and would not alter circulation patterns or interfere with existing and proposed bikeways and pedestrian paths in the vicinity, including alternatives being considered as part of the Highway 101/North Main Street interchange project.

- (b) *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

Section 15064.3(b) establishes the criteria for evaluating transportation impacts with respect to vehicle miles traveled (VMT). The project site is not within 0.5 mile of an established public transit spot. The project would alter the commute miles of personnel currently fulfilling dispatch facility and emergency response functions at other locations in the County that would be relocated to the proposed project site. Individuals' commute miles may increase or decrease depending on where employees live and where their current work location is located.

The California Office of Planning and Research Technical Advisory on Evaluating Transportation Impacts in CEQA (2018) states that development projects that generate less than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact. The estimated average daily trips to the site for normal (110) and emergency (150) operations would be offset on a County-wide basis by a corresponding decrease in daily trips from the locations currently serving the same functions; therefore, a quantitative analysis of VMT is not necessary and the project will have less than significant impacts on transportation from the perspective of VMT.

- (c) *Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

The project would not impact any existing intersections or introduce new road features or alignments. The project would result in an incremental increase in local traffic on North Main Street and adjoining thoroughfares, but would not introduce any uses that would be incompatible with existing road use. The proposed Highway 101/North Main Street interchange project alternatives would not result in the project access drive being closer to interchange features.

- (d) *Result in inadequate emergency access?*

The project would not affect emergency access to the facility or elsewhere.

Conclusion/Mitigation

The project would not have adverse impacts on transportation and no further analyses or mitigation measures are necessary.

The CEQA Guidelines establish VMT as the determining factor regarding potential for significant transportation impacts. In regard to local traffic impacts, the County will consider the potential increase in

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daily vehicle trips to/from the project site as part of the Highway 101/North Main Street interchange project alternatives to ensure the project will not adversely affect local traffic conditions. The existing and proposed traffic to/from the project site are a small percentage (less than 2%) of the estimated current and future peak traffic conditions on North Main Street.

XVIII. TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
(i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Setting

California Assembly Bill (AB) 52 was passed to ensure effective consultation with Native American tribes concerning the potential for impacts to tribal cultural resources from proposed projects. A Tribal Cultural Resource is a site feature, place, cultural landscape, sacred place or object that is of cultural value to a Native American tribe, and that is listed in or eligible for listing in the California Register of Historical Resources or a local historic register.

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Many cultural resource sites and the remains in them are a sacred part of the heritage, religion, and culture of the Native American community. As such, consideration of tribal cultural resources under CEQA overlaps to some extent with the Cultural Resources section above. This section specifically requires that consideration be given to tribal cultural values in the determination of project impacts and mitigation.

The project setting as it pertains to cultural resources is described in the Cultural Resources section above. Additional sources of information that may be relevant for consideration of Tribal Cultural Resources include designated sacred sites and information obtained from consultation with Native American tribes. The County conducted AB 52 consultation with tribal contacts in September 2019 and did not receive any responses.

Discussion

- (a) *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*
 - (a-i) *Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?*
 - (a-ii) *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*

In regard to (a-i) and (a-ii), as described in the Cultural Resources section, no sites listed or eligible for listing in the National or State registers were identified in the project area. Archaeological surveys have been conducted in the vicinity of the project parcel with no cultural resources identified. AB 52 consultation did not result in the identification of any tribal cultural resources.

The Salinas River corridor in general is considered sensitive for archaeological resources, however, the site has been disturbed in the past, and a qualified archaeologist surveyed the site and did not observe any evidence of cultural resources.

Conclusion/Mitigation

As described in the Cultural Resources Section, standard mitigation measures would be implemented that specify the procedures in the event of any unanticipated finds. These mitigation measures would reduce potential project impacts to cultural resources to a less than significant level. No additional analyses or mitigation measures pertaining to tribal cultural resources are required.

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XIX. UTILITIES AND SERVICE SYSTEMS

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

Setting

The Templeton Community Services District (TCSD) provides water, wastewater, and solid waste services for the parcel. The County coordinated informally with the TCSD District Engineer by telephone in February 2020 (County 2020). The TCSD has allocated a total of 2,300 gallons of water and 528 gallons of wastewater service per day for the parcel. Existing and proposed water and sewer service usage for the parcel indicate that there is adequate capacity to accommodate the project and planned future build out. The TCSD would provide a will-serve letter to the County after submission of plans and specifications for the project.

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Discussion

- (a) *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?*
- (b) *Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*
- (c) *Result in a determination by the wastewater treatment provider 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?*
- (d) *Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*
- (e) *Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

In regard to (a) through (e), the proposed facilities would require extensions of existing utility lines within/serving the parcel for water, wastewater, electricity and gas. The project would increase the water, wastewater, and solid waste demand for the parcel. The TCSD confirmed that the County's estimates of water and wastewater needs for the project are within TCSD's allocations for the parcel. The project would be designed for energy and water efficiency and would meet all relevant standards and regulations pertaining to utilities and waste management.

Conclusion/Mitigation

The project would not have adverse effects on utilities and service systems and no further analyses or mitigation measures are required.

XX. WILDFIRE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</i>				
(a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The project is not in a zone with an assigned fire severity risk and is within an area classified as a 'local fire responsibility.' The project would be designed in compliance with applicable codes and would include a hydrant for on-site fire response.

*Discussion**(a) Substantially impair an adopted emergency response plan or emergency evacuation plan?*

Construction and operation of the project would occur at an existing facility and would not interfere with any regional emergency response or evaluation plans. Construction access and operational use of the facility would use existing roads, but the project location is at an off-road location. Project-related traffic along North Main Street, Templeton, would not block or interfere with use of the roads for emergency or evacuation purposes. Additionally, the project is proposed to provide a state-of-the-art emergency dispatch center. This is a potentially beneficial impact for fire response activities throughout the County.

(b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

The project would be located between the developed portion of the site and Highway 101 and would not increase existing wildfire risks in the vicinity. As described in the Hazards and Hazardous Materials section, a mitigation measure prohibiting construction vehicles from working in dry vegetation off-road locations would reduce the risk of vehicle-sparked wildfires.

(c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

The project would not require the installation of infrastructure that could exacerbate fire risk in the vicinity. A hydrant would be installed to address onsite fire response but would not increase the nature of the project's temporary and permanent physical impacts to the environment.

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- (d) *Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

The project is not in a location where post-fire slope instability or drainage changes would be a concern. The site is relatively flat, surrounded by generally level lands with low landslide risk, and there are no existing drainages on or immediately adjacent to the site.

Conclusion/Mitigation

The project would result in a new and more effective dispatch center, improving communications regarding wildfires throughout the County. No significant impacts to wildfire were identified. The Hazards and Hazardous Materials section includes a mitigation measure prohibiting construction vehicles from operating or parking in dry grasslands at the site to minimize fire risk. No further analyses or mitigation measures are necessary.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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Setting

The project setting is described in terms of surrounding land uses on pages one through three of the Initial Study and from the perspective of environmental resources in each resource section of this document, including, for example, aesthetics, biological resources, and cultural resources.

Discussion

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

The project has the potential to substantially degrade the quality of the environment. Incorporation of the Biological Resources (BR) and Cultural Resources (CR) mitigation measures included in Exhibit B would ensure that the project would not substantially reduce the number of fish and wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plant or animal species, and/or eliminate important examples of the major periods of California history or pre-history. The potential for significant adverse impacts to the environment related to air quality (AQ), hazardous materials spills and releases (HZ), construction-sparked fires (HZ), and soil erosion (GS) would be avoided with implementation of mitigation measures in Exhibit B. Therefore, the anticipated project-related impacts are less than significant for these environmental considerations, and no further analyses or mitigation measures are necessary.

The project has the potential to substantially degrade the quality of the environment due to the aesthetic impacts of the project, specifically the proposed 140-foot-high communications tower. Mitigation measures to lessen the visual impacts of the tower are likely not feasible. Accordingly, the aesthetic impacts of the project will be evaluated further in a technical analysis to be prepared by a qualified consultant and considered in an Environmental Impact Report (EIR).

- (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)?*

The project does not have impacts that are individually limited, but cumulatively considerable. The majority of the proposed facilities are consistent with the character of existing and likely future developments along the Highway 101 corridor in the region. The evaluations in this Initial Study confirm that the project would not have substantial impacts due to the disturbed nature of the site and lack of conflicting uses or resources at or adjacent to the site. Therefore, the incremental impacts of the project would not be considered as contributing to significant cumulative impacts when considering past, current, and probable future development in the area.

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

The project would not result in environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly, with the potential exception of aesthetic impacts. The anticipated effects of the project would not conflict with any adjacent land uses. Potential exposure to hazardous materials is described in the Hazards and Hazardous Materials Section, and the mitigation measures in that section and the Air Quality section would ensure no adverse effects to regional groundwater, construction workers and sensitive receptors in the vicinity during construction. From an operational perspective, the project would not have any direct or indirect adverse impacts on human beings (with the potential exception of aesthetic impacts), and is expected to have a beneficial effect on safety through a modern and efficient emergency response facility.

In regard to the project's aesthetic impacts, there is potential for substantial adverse effects on the local population, community interests, and travelers from the aesthetic impacts of the proposed communication tower. The tower would form a predominant element in the views for travelers on Highway 101 and area roads, and mitigation measures to lessen the aesthetic impact of the tower are likely not feasible.

Conclusion

With the implementation of the project-specific mitigation measures, including appropriate measures listed in Exhibit B, the project would have a less than significant impact on the environment in regard to all of the environmental factors considered in this Initial Study with the exception of aesthetics.

An Environmental Impact Report (EIR) will be prepared to address the aesthetic impacts of the project. Preparation of an EIR for aesthetics will provide the opportunity to more fully evaluate the aesthetic impacts of the facility, consider alternatives, and investigate more fully the feasibility of mitigation measures to lessen aesthetic impacts of the project.

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Exhibit A - Initial Study References and Agency Contacts

The County has contacted various agencies for their comments on the proposed project. With respect to the subject application, the following have been contacted (marked with an ☒) and when a response was made, it is either attached or in the application file:

Contacted	Agency	Response
<input type="checkbox"/>	County Public Works Department	Not Applicable
<input checked="" type="checkbox"/>	County Environmental Health Services	Not Applicable
<input type="checkbox"/>	County Agricultural Commissioner's Office	Not Applicable
<input type="checkbox"/>	County Airport Manager	Not Applicable
<input type="checkbox"/>	Airport Land Use Commission	Not Applicable
<input checked="" type="checkbox"/>	Air Pollution Control District	In File**
<input type="checkbox"/>	County Sheriff's Department	Not Applicable
<input type="checkbox"/>	Regional Water Quality Control Board	Not Applicable
<input type="checkbox"/>	CA Coastal Commission	Not Applicable
<input type="checkbox"/>	CA Department of Fish and Wildlife	Not Applicable
<input checked="" type="checkbox"/>	CA Department of Forestry (Cal Fire)	Not Applicable
<input type="checkbox"/>	CA Department of Transportation	Not Applicable
<input checked="" type="checkbox"/>	Templeton Community Services District	In File**
<input type="checkbox"/>	Other _____	Not Applicable
<input type="checkbox"/>	Other _____	Not Applicable

** "No comment" or "No concerns"-type responses are usually not attached

The following checked ("☒") reference materials have been used in the environmental review for the proposed project and are hereby incorporated by reference into the Initial Study. The following information is available at the County Planning and Building Department.

<input checked="" type="checkbox"/> Project File for the Subject Application	<input checked="" type="checkbox"/> Design Plan
<input checked="" type="checkbox"/> County Documents	<input type="checkbox"/> Specific Plan
<input type="checkbox"/> Coastal Plan Policies	<input type="checkbox"/> Annual Resource Summary Report
<input type="checkbox"/> Framework for Planning (Coastal/Inland)	<input type="checkbox"/> Circulation Study
<input checked="" type="checkbox"/> General Plan (Inland/Coastal), includes all maps/elements; more pertinent elements:	<input checked="" type="checkbox"/> Other Documents
<input checked="" type="checkbox"/> Agriculture Element	<input checked="" type="checkbox"/> Clean Air Plan/APCD Handbook
<input checked="" type="checkbox"/> Conservation & Open Space Element	<input type="checkbox"/> Regional Transportation Plan
<input type="checkbox"/> Economic Element	<input type="checkbox"/> Uniform Fire Code
<input type="checkbox"/> Housing Element	<input checked="" type="checkbox"/> Water Quality Control Plan (Central Coast Basin – Region 3)
<input type="checkbox"/> Noise Element	<input checked="" type="checkbox"/> Archaeological Resources Map
<input checked="" type="checkbox"/> Parks & Recreation Element/Project List	<input type="checkbox"/> Area of Critical Concerns Map
<input type="checkbox"/> Safety Element	<input type="checkbox"/> Special Biological Importance Map
<input checked="" type="checkbox"/> Land Use Ordinance (Inland/Coastal)	<input checked="" type="checkbox"/> CA Natural Species Diversity Database
<input type="checkbox"/> Building and Construction Ordinance	<input checked="" type="checkbox"/> Fire Hazard Severity Map
<input type="checkbox"/> Public Facilities Fee Ordinance	<input checked="" type="checkbox"/> Flood Hazard Maps
<input type="checkbox"/> Real Property Division Ordinance	<input checked="" type="checkbox"/> Natural Resources Conservation Service Soil Survey for SLO County
<input type="checkbox"/> Affordable Housing Fund	<input checked="" type="checkbox"/> GIS mapping layers (e.g., habitat, streams, contours, etc.)
<input checked="" type="checkbox"/> Airport Land Use Plan	<input type="checkbox"/> Other
<input type="checkbox"/> Energy Wise Plan	
<input type="checkbox"/> Select Planning Area	

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In addition, the following project-specific information and/or reference materials have been considered as a part of the Initial Study:

County of San Luis Obispo Department of Public Works (County), 2020. Utility (Water/Sewer) Service for new Sheriff and Cal Fire Co-Located Dispatch Facility, Project Memorandum from Steve Neer, Project Manager, County of San Luis Obispo Public Works Department, to Tina Mayer, PE, Templeton Community Service District Engineer, February 10.

Federal Aviation Administration (FAA), 2015. Obstruction Marking and Lighting, Advisory Circular No. 70/7460-1L, 12/14/15. Accessed online at https://www.faa.gov/documentlibrary/media/advisory_circular/ac_70_7460-1L.pdf.

U.S. Department of Agriculture, 1999. LNU – Field Office Workload Reduction – Farmland Protection Act Policy Act (FPPA). Accessed online at <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/f0005641-farmlands-workload-reduction-a11y.pdf>

U.S. Geological Survey (USGS) 1976. The Rinconada and related faults in the Southern Coast Ranges, California, and their tectonic significance. USGS Professional Paper 981.

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Exhibit B - Mitigation Summary

The applicant has agreed to incorporate the following measures into the project. These measures become a part of the project description and therefore become a part of the record of action upon which the environmental determination is based. All development activity must occur in strict compliance with the following mitigation measures. These measures shall be perpetual and run with the land. These measures are binding on all successors in interest of the subject property

Air Quality

- | | |
|-------|--|
| AQ-1 | Reduce the amount of the disturbed area where possible. |
| AQ-2 | Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible. When drought conditions exist and water use is a concern, the contractor or builder should consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control. |
| AQ-3 | All dirt stock-pile areas should be sprayed daily and covered with tarps or other dust barriers as needed. |
| AQ-4 | Permanent dust control measures identified in the approve project revegetation and landscape plans should be implemented as soon as possible, following completion of any soil disturbing activities. |
| AQ-5 | Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established. |
| AQ-6 | All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD. |
| AQ-7 | All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible, and building pads should be laid as soon as possible after grading unless seeding soil binders or other dust controls are used. |
| AQ-8 | Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site. |
| AQ-9 | All trucks hauling dirt, sand, soil, or other loos materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with California Vehicle Code (CVC) Section 23114. |
| AQ-10 | "Track-Out" is defined as sand or soil that adheres to and/or agglomerates on the exterior surfaces of motor vehicles and/or equipment (including tires) that may then fall onto any highway or street as described in CVC Section 23113 and California Water Code 13304. To prevent 'track out,' designate access points and require all employees, subcontractors, and others to use them. Install and operate a 'track-out prevention device' where vehicles enter and exit unpaved roads onto paved streets. The 'track-out prevention device' can be any device or combination of devices that are effective at preventing track out, located at the point of |

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	intersection of an unpaved area and a paved road. If paved roadways accumulate tracked out soils, the track-out prevention device may need to be modified.
AQ-11	Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers shall be used with reclaimed water where feasible. Roads shall be pre-wetted prior to sweeping where feasible.
AQ-12	All PM ₁₀ [i.e., dust control] mitigation measures required should be shown on grading and building plans.
AQ-13	The contractor or builder shall designate a person or persons whose responsibility is to ensure any fugitive dust emissions do not result in a nuisance and to enhance the implementation of the mitigation measures as necessary to minimize dust complaints and reduce visible emissions below the APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Their duties shall include holidays and weekend periods when work may not be in progress (for example, wind-blown dust could be generated on an open dirt lot). The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition (Contact Tim Fuhs at (805) 781-5912).
AQ-14	APCD Rule 501 prohibits developmental burning of vegetative material within San Luis Obispo County.
AQ-15	Portable equipment, 50 horsepower or greater, used during construction activities may require California statewide portable equipment registration (issued by the California Air Resources Board) or an APCD permit.
AQ-16	Based on the types of equipment that may be present at the post-construction site, operational sources may require APCD permits. The following list is provided as a guide to equipment and operations that may have permitting requirements but should not be viewed as exclusive. For a more detailed listing, refer to the Technical Appendix, page 4-4, in the CEQA Air Quality Handbook. <ul style="list-style-type: none"> a. Portable generators and equipment with engines that are 50 hp or greater b. Electrical generation plants or the use of standby generators c. Public utility facilities d. Internal combustion engines
BR-1	If construction activities are conducted during the typical nesting bird season (February 1-September 1) pre-construction surveys shall be conducted by the County or its designee prior to any construction activity or vegetation removal to identify potential bird nesting activity, and: <ul style="list-style-type: none"> a. If active nest sites of bird species protected under the Migratory Bird Treaty Act are observed within the vicinity of the project site, then the project shall be modified and/or delayed as necessary to avoid direct take of the identified nests, eggs and/or young; b. If active nest sites of raptors and/or bird species of special concern are observed within the vicinity of the project site, then CDFW shall be contacted to establish the appropriate buffer around the nest site. Construction activities in the buffer zone shall be prohibited until the young have fledged the nest and achieved independence.

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- BR-2 Prior to any ground disturbance, a qualified County biologist will conduct pre-construction surveys to determine presence or absence of special-status wildlife species. Wildlife surveys will be done no more than 30 days prior to the start of work. If surveys show an absence of sensitive species, work may proceed without additional measures being required. In the unlikely event that special-status wildlife is observed, mitigation will be implemented to avoid and/or minimize impacts. These measures could include for example, establishing a work buffer area, coordinating with applicable resource agencies, and/or follow-up surveys to confirm if and when the species is no longer utilizing the site.
- BR-3 During construction, no pets will be allowed at the project site during construction.
- BR-4 During construction, all trash that may attract predators will be properly contained and secured, promptly removed from the work site, and disposed of regularly. Following construction, all trash and construction debris will be removed from the work areas.
- CR-1 If previously unidentified cultural materials are unearthed during construction, work will be halted in that portion of the project area until a qualified archaeologist can assess the significance of the find. Additional archaeological surveys will be needed if the project limits are extended beyond the present survey limits.
- CR-2 As specified by California Health and Safety Code Section 7050.5, if human remains are found on the project site during construction, the person responsible for the excavation, or his or her authorized representative, will immediately notify the San Luis Obispo County Coroner's office, and the County Environmental office by telephone. No further excavation or disturbance of the discovery or any nearby area reasonably suspected to overlie adjacent remains (as determined by an Archaeologist and/or Native American monitor) will occur until the Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code 5097.98.
- GS-1 The County or its contractor will install appropriate erosion control measures (i.e., silt fences, hay bales) where necessary along the base of the proposed work area and at the down-gradient end of the proposed construction zone and maintain erosion control mechanisms on a daily basis. Erosion and sediment control measures will be on site prior to the start of construction and kept on site at all times so they are immediately available for installation in anticipation of rain events.
- HZ-1 Prior to construction, the County or its contractor will ensure that a plan is in place to minimize the potential for accidental spills or releases of fuels, lubricants, and other hazardous material, and to provide for a prompt and effective response to any accidental spills. Workers will be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur.
- HZ-2 Any staging or equipment/vehicle parking areas will be free of combustible vegetation and work crews will have shovels and a fire extinguisher on site during all construction activities.

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Mitigation Monitoring Plan

The purpose of a Mitigation Monitoring Plan is to provide a program to examine, document and record compliance with the environmental plans and specifications pertinent to the proposed project, in order to comply with Section 21081.6 of the California Environmental Quality Act (CEQA). This plan provides the standards and methods necessary to ensure and document the implementation of the environmental mitigation measures which have been included in the project description as well as with the conditions of approval placed on project permits. Responsibility for ensuring successful implementation of the Mitigation Monitoring Plan lies with the County of San Luis Obispo, as the project proponent and Lead Agency for the project under CEQA. If the recommended mitigation measures and monitoring plan are implemented successfully, the potential significant adverse effects stemming from project construction will be reduced to a level of insignificance.

Mitigation monitoring will be carried out by the Environmental Programs Division of the County's Department of Public Works. The Environmental Programs Division provides environmental services to the Department of Public Works, including mitigation compliance and monitoring, with CEQA oversight by the County Planning and Building Department.

Upon approval of the CEQA document and issuance of all required permits, the Environmental Programs Division will assign internal responsibility for compliance with each mitigation measure to one or more members of the project team. Responsible parties include the Environmental Programs Division, the Project Manager (PM), the Resident Engineer (RE), and/or on-site monitors.

Mitigation measures are organized into project design, pre-construction, construction, and post-construction tasks. Compliance with mitigation measures is documented in the project file through written reports, accompanied by project photos where necessary. Post construction monitoring of revegetation and other project components is documented by yearly reports, on a schedule typically determined by one or more of the project permits. Depending on the complexity of the post construction mitigation effort, tasks will be carried out by county staff or technical experts under contract to the County. Post construction monitoring is typically conducted for three to five years, depending on permit requirements and success criteria.

Where necessary, construction personnel will be required to attend a crew orientation meeting. The meeting will be conducted by the RE and will be used to acquaint the construction crews with the environmental sensitivities of the project site. The orientation meeting shall place an emphasis on the need for adherence to the mitigation measures and permit conditions as well as the need for cooperation and communication among all parties concerned (i.e., RE, Environmental Programs Division, regulatory agencies, construction personnel) in working together to solve problems and arrive at solutions in the field.