TO: BOARD OF DIRECTORS

FROM: DON SPAGNOLO
GENERAL MANAGER

DATE: SEPTEMBER 24, 2010

AGENDA ITEM
2

OCTOBER 1, 2010

FRONTAGE ROAD TRUNK SEWER REPLACEMENT PROJECT ENVIRONMENTAL DETERMINATION

ITEM

Consider Frontage Road Trunk Sewer Replacement Project Environmental Determination [AUTHORIZE CIRCULATION OF NOTICE OF INTENT TO ADOPT MITIGATED NEGATIVE DECLARATION].

BACKGROUND

Attached is an Initial Study for the Frontage Road Trunk Sewer Replacement Project prepared by Doug Wood of Doug Wood and Associates. As set forth in the Initial Study, there are no significant adverse environmental impacts assuming the proposed mitigations are implemented. Should your Honorable Board agree with this evaluation, then the next step would be to circulate a Notice of Intent to Adopt a Mitigated Negative Declaration. The Notice of Intent would be mailed to responsible agencies, trustee agencies and interested parties along with a copy of the Initial Study. Following closure of the 30 day review period, the District would append comments received to the Initial Study and finalize its environmental determination.

Doug Wood from DWA is scheduled to present the Initial Study at the Board meeting.

FISCAL IMPACT

The FY 10-11 Budget includes a total of $2,200,000 for the design and construction of the Frontage Road Trunk Sewer Replacement Project. Preparation of the Initial Study cost approximately $5740 and was authorized by the Board on August 11, 2010. Development of this draft did use previously budgeted staff time.

RECOMMENDATION

Staff recommends that the Board review and edit the Initial Study and determine that there are no apparent significant adverse environmental impacts assuming proper mitigation and authorize staff to circulate a Notice of Intent to Adopt a Mitigated Negative Declaration to all responsible agencies, trustee agencies and interested parties.

ATTACHMENTS

- Draft Initial Study for Frontage Road Trunk Sewer Replacement Project

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SOUTH FRONTAGE ROAD

TRUNK SEWER REPLACEMENT PROJECT

EXPANDED INITIAL STUDY

Prepared for:

NIPOMO COMMUNITY SERVICES DISTRICT
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September 14, 2010

I. INTRODUCTION AND PURPOSE

This Expanded Initial Study assesses the potential environmental impacts and identifies appropriate mitigation measures associated with the proposed South Frontage Road Trunk Sewer Replacement project (to be referred to herein as the "proposed trunk sewer replacement project" or "proposed project"). The Nipomo Community Services District, as Lead Agency for this environmental document, has the responsibility for determining whether or not to approve the proposed project to be operated by the Nipomo Community Services District.

As part of their decision-making process, the Nipomo Community Services District is required to review and consider the potential environmental effects that could result from this proposed trunk sewer replacement project. Together with the technical analyses applicable to this project and other environmental documents incorporated by reference, this analysis will serve as the initial environmental review for the proposed trunk sewer replacement project. This review is required by the California Environmental Quality Act of 1970 (CEQA) as amended (Public Resources Code Section 21000 et. seq.) and the State CEQA Guidelines as well as Guidelines for the Implementation of CEQA adopted by the Nipomo Community Services District.

The Nipomo Community Services District is preparing this Expanded Initial Study to assist in their consideration of whether to prepare a Negative Declaration, a Mitigated Negative Declaration or an Environmental Impact Report for this proposed project. In the event that an EIR is required, this Initial Study will focus the EIR on the impacts determined to be potentially significant, identify any impacts determined to not be significant, describe the anticipated extent of analyses within the EIR and to assist the public and other responsible agencies in their evaluation of the proposed project and their formulation of initial environmental concerns in response to the Notice of Preparation.

This Expanded Initial Study will be the final environmental document for the proposed project pursuant to CEQA requirements if a Negative Declaration or a Mitigated Negative Declaration is required. Section 15070 of the State CEQA Guidelines states that "a public agency shall prepare or have prepared a proposed negative declaration or mitigated negative declaration for a project subject to CEQA when the Initial Study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment." This determination will be based upon the information and analyses contained in this Expanded Initial Study in combination with any other documents incorporated by reference.

This Expanded Initial Study has been prepared in a manner which provides complete and adequate California Environmental Quality Act (CEQA) coverage for all actions and approvals associated with the proposed project. These actions include: design approval

and authorization to proceed with construction of the proposed trunk sewer replacement project and certification of this Expanded Initial Study by the Nipomo Community Services District. The proposed project design, grading and construction plans will require review and approval as well as issuance of encroachment permits by the County of San Luis Obispo, Department of Public Works and the possible acquisition of rights-of-way or easements necessary for construction and/or long-term maintenance.

This Expanded Initial Study begins with Section I. Introduction and Purpose, which provides an introductory discussion of the purpose and scope of the document. Section II. Summary/Mitigation Monitoring Program summarizes the potential impacts and proposed mitigation measures. This section also contains the State-mandated Mitigation Monitoring Program (pursuant to AB3180). Section III. Project Description provides a detailed description of the proposed South Frontage Road Trunk Sewer Replacement project.

Section IV. Environmental Setting provides an overview description of existing environmental conditions within and in the vicinity of the project site.

Section V. Environmental Evaluation contains the environmental checklist required by Section 15063(d)(3) of the State CEQA Guidelines. This checklist is intended to determine the nature and extent of various environmental effects of the proposed project followed by an explanation to justify the determination. In many instances, project impacts are identified as "no impact" or "less than significant impact." The summary discussion following the checklist item provides the basis for this determination. Checklist items identified as "potentially significant unless mitigation incorporated" or "significant impact" are discussed within Section V. Environmental Evaluation and in greater detail in Section VI. Impacts and Mitigation Measures. Section VII. Environmental Determination makes the final determination as to whether an EIR, Negative Declaration or Mitigated Negative Declaration is appropriate. Section VIII. Certification provides the required Lead Agency Certification Statement.

Section 15150 of the State CEQA Guidelines permits an environmental document to incorporate by reference other documents that provide relevant data to the proposal currently being considered. The South County General Plan, Inland as well as other long-range planning documents prepared by the County of San Luis Obispo as well as engineering and other technical analyses prepared by the Nipomo Community Sewer District as noted throughout this Expanded Initial Study are hereby incorporated by reference.

This Expanded Initial Study provides a full and objective discussion of the potential environmental impacts of the proposed South Frontage Road Trunk Sewer Replacement project. In preparing this document, the Nipomo Community Services District decision-makers, staff and members of the public will be fully informed as to the potential impacts and required mitigation measures associated with the proposed project. In accordance

with Section 15021 of the State CEQA Guidelines, this document is intended to enable the Nipomo Community Services District, as Lead Agency for this environmental document, to fully evaluate these environmental impacts and mitigation measures in their consideration of the proposed project. The Lead Agency has an obligation to balance possible adverse effects of the project against a variety of public objectives, including economic, environmental and social factors, in determining whether the project is acceptable and approved for construction, operation and maintenance.

Pursuant to California Public Resources Code 21082.1, the Nipomo Community Services District has independently reviewed and analyzed the information contained in this Expanded Initial Study prior to its consideration and certification. The conclusions and discussions contained herein reflect the independent judgment of the Nipomo Community Services District relative to that information at the time of publication.

II. SUMMARY/MITIGATION MONITORING PROGRAM

This Expanded Initial Study assesses the potential environmental impacts and identifies appropriate mitigation measures for the potential impacts associated with the proposed South Frontage Road Sewer Trunk Replacement project.

A. PROJECT SUMMARY

The proposed South Frontage Road Trunk Sewer project involves the replacement of an existing 12-inch trunk sewer which runs along South Frontage Road from Division Street to the Southland Wastewater Treatment Facility (WWTF) influent pump station. This existing trunk sewer is currently in poor condition and is surcharging (i.e., the sewer line is completely full with wastewater backing partly up into existing manholes) during high flow conditions. Approximately 4,300 linear feet of existing sewer line will be replaced with a trunk sewer line ranging in size from 21 inches (from Division Street to Southland Street) to 24 inches (from Southland Street to the WWTF) (see Figure 4, South Frontage Road Pipeline). The sizes of the replacement sewer line are based upon the Water and Sewer Master Plan Update for the Nipomo Community Services District (dated December, 2007) and the Southland Wastewater Treatment Facility Master Plan (dated January, 2009). As noted above, installation of this replacement sewer line will avoid the need for emergency repairs in the future while also providing a wastewater transmission facility capable of meeting future peak wastewater flow rates through the year 2030.

The proposed replacement sewer line will be installed in 20 to 40 foot segments beginning at the Southland Wastewater Treatment Facility and leading north to Division Street. Each segment will be trenched, the pipeline installed and backfilled prior to proceeding to installation of the next segment. Installation of the replacement sewer line will also require replacement of existing manholes and connection to existing sewers from the side streets.

The proposed project involves a series of approvals and discretionary actions by the Nipomo Community Services District and other involved local agencies. These actions include: design approval and authorization to proceed with construction of the proposed sewer replacement project and certification of this Expanded Initial Study by the Nipomo Community Services District. The proposed project design, grading and construction plans will require review and approval as well as issuance of encroachment permits by the County of San Luis Obispo, Department of Public Works and the possible acquisition of rights-of-way or easements necessary for construction and/or long-term maintenance.

The Nipomo Community Services District anticipates that the proposed project will be constructed in one phase which is expected to require approximately six to eight months.

B. IMPACT/MITIGATION SUMMARY AND MITIGATION MONITORING PROGRAM

Provided below is a summary listing of all potentially significant environmental impacts and mitigation measures associated with the proposed project. Following each mitigation measure is an indication of the action involved with enforcement or implementation of the mitigation measure (i.e. "Specific Action"), the timing of implementation (i.e. "Mitigation Milestone") and the Responsible Monitoring Party. This Mitigation Monitoring Program is intended to reflect the requirements of AB 3180 which requires a monitoring program to insure the implementation of these mitigation measures.

POTENTIALLY SIGNIFICANT IMPACT	MITIGATION MEASURE	SPECIFIC ACTION	MITIGATION MILESTONE	RESPONSIBLE MONITORING PARTY
Water The proposed project will result in short-term landform alteration during project construction and the disturbance of impervious surfaces and exposed soils which could potentially alter the amount and composition of surface runoff which may degrade downstream water quality.	1. In compliance with the San Luis Obispo County Land Use Ordinance, the District shall prepare an Erosion and Sedimentation Control Plan outlining measures to address both temporary (i.e. site disturbance, stockpiling and construction activities) and final (post-construction) methods for stabilizing exposed soils, minimizing the potential for erosion and sedimentation as well as maintaining downstream water quality. These measures shall include, but may not be limited to: a. Provisions for utilization of Best Management Practices (BMP's) to prevent the discharge of construction materials, contaminants, washings, concrete, fuels and oils including proper maintenance of construction vehicles and equipment, conducting vehicle or equipment fueling off-site or within bermed areas with an impervious surface, conducting any mixing or storage of concrete in contained areas, insuring that equipment washing is conducted off-site and removal of all refuse and excess material from the construction site as soon as possible. b. The use, if necessary, of silt fencing, straw bales or sandbags in order to reduce the potential for erosion from disturbed soils and c. Implementation of other methods for	Prepare an Erosion and Sedimentation Control Plan.	Prior to and during project grading and construction.	County of San Luis Obispo and the Nipomo Community Services District.

POTENTIALLY SIGNIFICANT IMPACT	MITIGATION MEASURE	SPECIFIC ACTION	MITIGATION MILESTONE	RESPONSIBLE MONITORING PARTY
	stabilizing disturbed soils and minimizing soil loss from the construction site.			
Air Quality				
Fugitive dust may be generated during grading required for the proposed project.	2. The following fugitive dust mitigation measures shall be initiated at the start and maintained throughout the duration of the grading or construction activity: a. Construction vehicle speed at the work site shall be limited to fifteen (15) miles per hour or less; b. Prior to any ground disturbance, sufficient water must be applied to the area to be disturbed to prevent the generation of visible emissions; c. Storage piles must be kept adequately wetted, treated with a chemical dust suppressant or covered when material is not being added to or removed from the pile; d. Equipment must be washed down before moving from the project site onto a paved public road and e. Visible track-out onto a paved public road must be cleaned using wet sweeping or a HEPA filter equipped vacuum device within twenty-four (24) hours.	Implement fugitive dust mitigation measures.	During project grading and construction.	Nipomo Community Services District and County Air Pollution Control District.
Transportation/Circulation				
The proposed project may result in the temporary diversion of automobile traffic, pedestrians or bicyclists on South Frontage	3. All project construction sites occurring onto or adjacent to public roadways shall provide adequate signage, barriers and, if necessary, flagmen in order to	Provide adequate signage, barriers and, if necessary,	During project grading and construction.	Nipomo Community Services District.

POTENTIALLY SIGNIFICANT IMPACT	MITIGATION MEASURE	SPECIFIC ACTION	MITIGATION MILESTONE	RESPONSIBLE MONITORING PARTY
Road at the project entrance during grading and construction.	insure safe diversion of vehicular traffic, bicyclists and/or pedestrians. These measures shall also insure continued access from adjacent properties to local roadways.	flagmen.		
Biological Resources				
The proposed project has the potential to result in temporary impacts to sensitive wildlife species observed in areas adjacent to the Southland Wastewater Treatment Facility.	4. Pre-construction surveys shall be conducted by a qualified biologist two weeks prior to the initiation of construction activities in areas south of Southland Street impacted by project construction, in order to identify the possible presence of the Coast horned lizard, Western spadefoot toad and the American badger. If these species or evidence of their habitation is observed, construction in these areas shall be avoided until the California Department of Fish and Game is contacted and an appropriate buffer zone is established or until the species is relocated.	Conduct pre-construction surveys.	Prior to and during project grading and construction.	Nipomo Community Services District.
	5. A qualified biological monitor shall conduct a worker orientation program for all construction contractors (site supervisors, equipment operators and laborers) which emphasizes the potential for presence of special-status species within the project area, identification their habitat requirements and applicable regulatory policies and provisions regarding their protection and measures being implemented to avoid and/or minimize impacts.	Conduct worker orientation program.	Prior to project grading and construction.	Nipomo Community Services District.
Utilities				
The proposed project will result in short-term landform alteration during project	6. In compliance with the San Luis Obispo County Land Use Ordinance, the District shall	Prepare an Erosion and Sedimentation	Prior to and during project grading and	County of San Luis Obispo and the Nipomo

POTENTIALLY SIGNIFICANT IMPACT	MITIGATION MEASURE	SPECIFIC ACTION	MITIGATION MILESTONE	RESPONSIBLE MONITORING PARTY
construction and the disturbance of impervious surfaces and exposed soils which could potentially alter the amount and composition of surface runoff which may degrade downstream water quality.	prepare an Erosion and Sedimentation Control Plan outlining measures to address both temporary (i.e. site disturbance, stockpiling and construction activities) and final (post-construction) methods for stabilizing exposed soils, minimizing the potential for erosion and sedimentation as well as maintaining downstream water quality. These measures shall include, but may not be limited to: a. Provisions for utilization of Best Management Practices (BMP's) to prevent the discharge of construction materials, contaminants, washings, concrete, fuels and oils including proper maintenance of construction vehicles and equipment, conducting vehicle or equipment fueling off-site or within bermed areas with an impervious surface, conducting any mixing or storage of concrete in contained areas, insuring that equipment washing is conducted off-site and removal of all refuse and excess material from the construction site as soon as possible. b. The use, if necessary, of silt fencing, straw bales or sandbags in order to reduce the potential for erosion from disturbed soils and c. Implementation of other methods for stabilizing disturbed soils and minimizing soil loss from the construction site.	Control Plan.	construction.	Community Services District.

POTENTIALLY SIGNIFICANT IMPACT	MITIGATION MEASURE	SPECIFIC ACTION	MITIGATION MILESTONE	RESPONSIBLE MONITORING PARTY
Cultural Resources				
The proposed project may result in the excavation of paleontological and archaeological resources during project grading.	7. Prehistoric cultural resource monitoring shall accompany construction trenching and excavation along the South Frontage Road, between Division Street and Story Street (Site SLO-1254) and within the WWTF. A Cultural Resource Monitoring Plan shall be developed and approved by the County of San Luis Obispo which will include project review, a pre-construction cultural resources workshop, Chumash involvement, networking with all involved members of the project and the production of a final monitoring report.	Monitor construction, trenching and excavation.	During project grading and construction.	Nipomo Community Services District.
	8. During any grading or excavation associated with the project, if any cultural materials are unearthed, work in that area shall be halted until all cultural materials can be examined by a qualified archaeologist, paleontologist or historian and appropriate recommendations made pursuant to County Land Use Ordinance Section 22.0.	Halt construction if cultural resources unearthed.	During project grading and construction.	Nipomo Community Services District.

C. Determination

It has been determined that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described in this document have been added to the project.

III. PROJECT DESCRIPTION

A. PROJECT LOCATION

The proposed South Frontage Road Trunk Sewer Replacement project (to be referred to herein as either the "proposed trunk sewer replacement project" or "proposed project") is located along South Frontage Road from Division Street to the Southland Wastewater Treatment Facility (WWTF) within the unincorporated community of Nipomo, a distance of approximately 4,300 linear feet or 0.82 miles. South Frontage Road runs parallel to and immediately west of U.S. Highway 101 and is located approximately one-quarter mile south of the Tefft Street/Highway 101 interchange (see Figure 1, Location Map, Figure 2, Vicinity Map and Figure 3, Aerial Photograph).

B. PROJECT BACKGROUND

On May 26, 2010, the Nipomo Community Services District, Board of Directors directed District staff to develop a schedule for building and construction of the South Frontage Road Trunk Sewer Replacement Project. This proposed sewer replacement was designed in conjunction with other wastewater treatment facilities improvements being conducted by the District in order to insure design compatibility and adequate capacity within the replacement sewer line to meet future peak wastewater transmission demands.

C. PROJECT OBJECTIVES

The basic objective of the proposed project is to replace an existing 12-inch trunk sewer which runs from Division Street to the Southland Wastewater Treatment Facility (WWTF) with a 21 to 24-inch trunk sewer line. The existing 12-inch trunk sewer is currently in poor operationing condition. Replacement of the 12-inch trunk sewer will avoid the need for emergency repairs in the future and will provide a transmission facility capable of meeting estimated future peak wastewater flow rates through the year 2030.

D. PROJECT CHARACTERISTICS

The proposed South Frontage Road Trunk Sewer project involves the replacement of an existing 12-inch trunk sewer which runs along South Frontage Road from Division Street to the Southland Wastewater Treatment Facility influent pump station. This existing trunk sewer is currently in poor condition and is surcharging (i.e., the sewer line is completely full with wastewater backing partly up into existing manholes) during high flow conditions. Approximately 4,300 linear feet of existing sewer line will be replaced with a trunk sewer line ranging in size from 21 inches (from Division Street to Southland Street) to 24 inches (from Southland Street to the WWTF) (see Figure 4, South Frontage Road Pipeline). The sizes of the replacement sewer line are based upon the Water and Sewer Master Plan Update for the Nipomo Community Services District (dated December, 2007) and the Southland Wastewater Treatment Facility Master Plan (dated

FIGURE 1
Regional Map

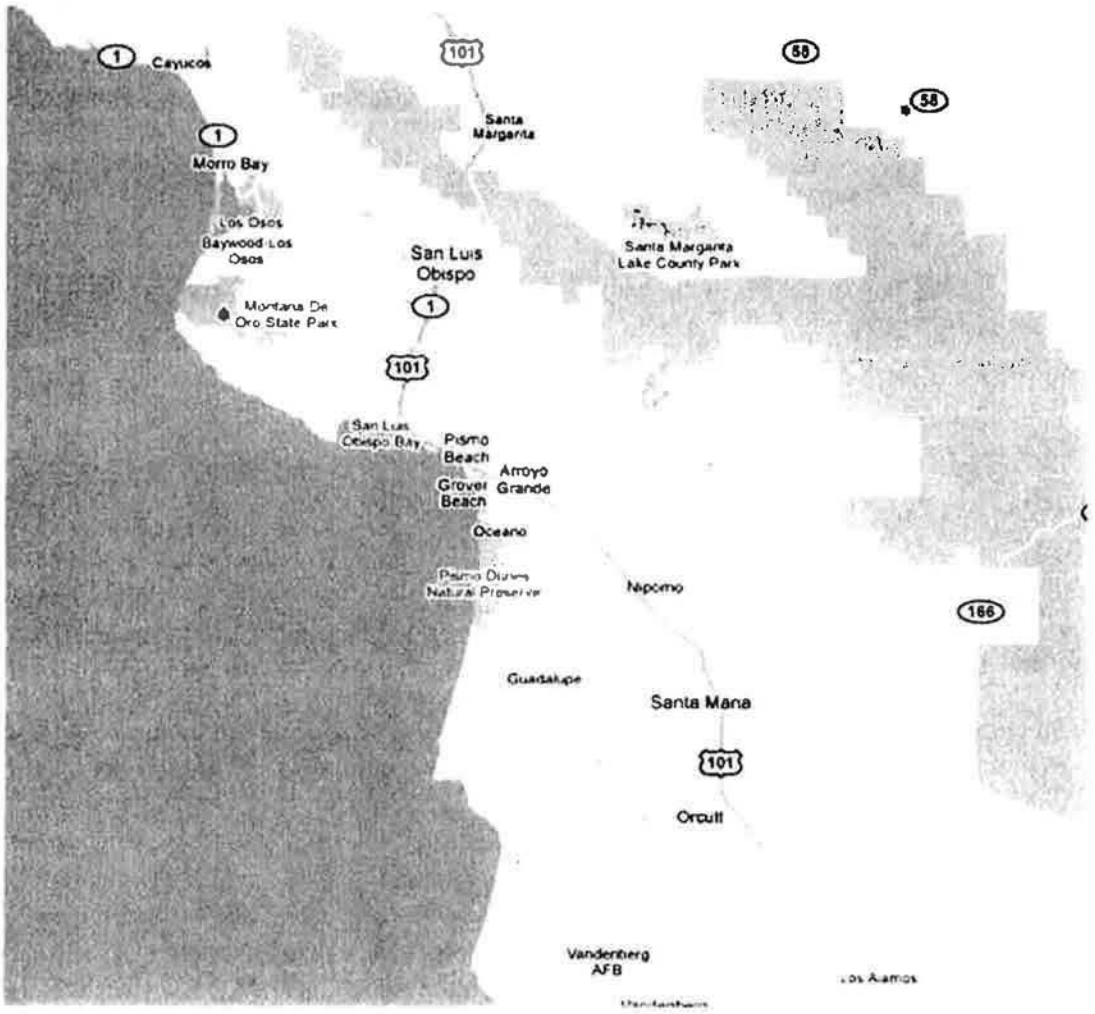
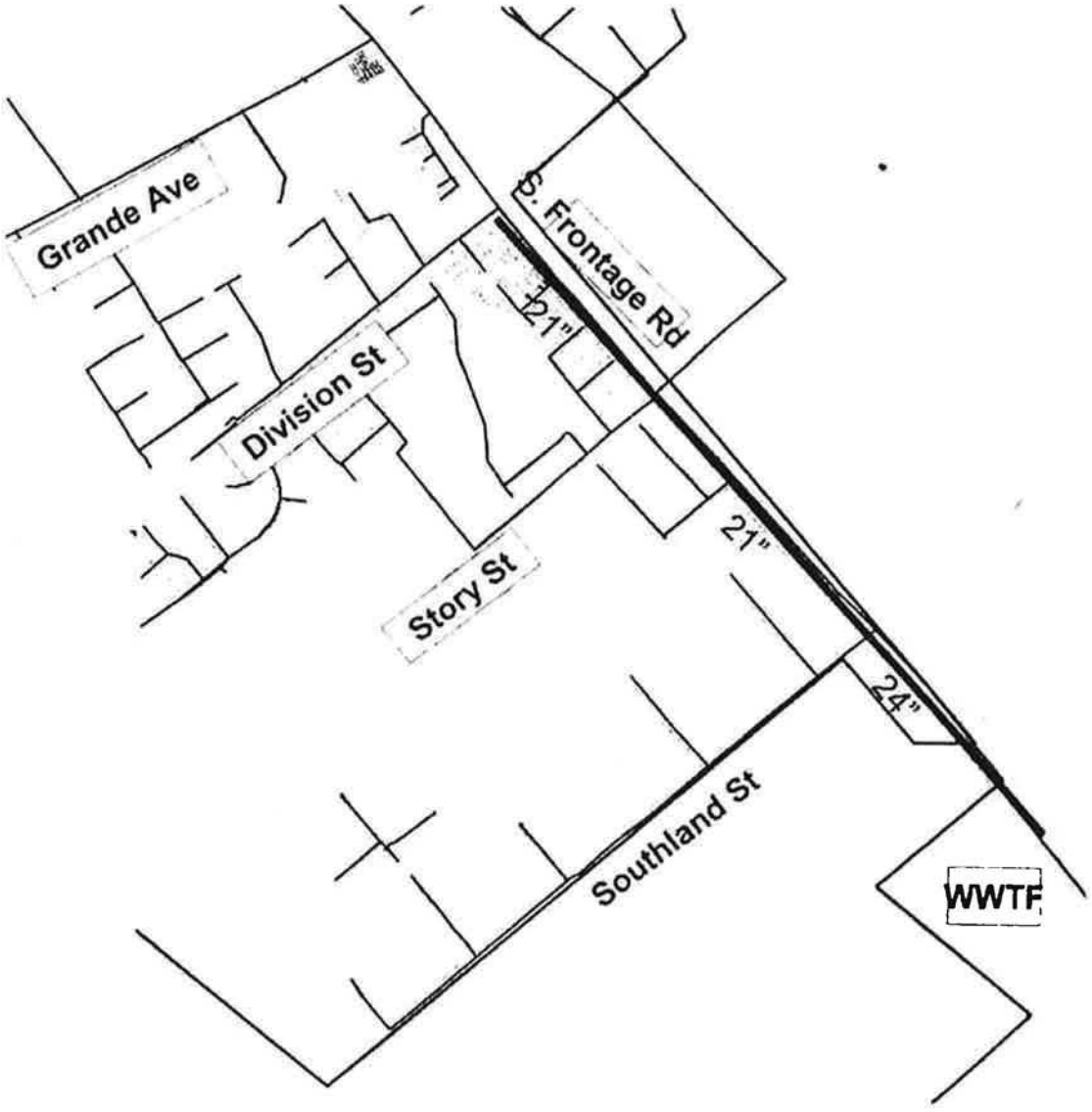


FIGURE 2
Vicinity Map

FIGURE 3
Aerial Photograph

FIGURE 4
South Frontage Road Pipeline



South Frontage Road
Trunk Sewer Replacement

January, 2009). As noted above, installation of this replacement sewer line will avoid the need for emergency repairs in the future while also providing a wastewater transmission facility capable of meeting future peak wastewater flow rates through the year 2030.

The proposed replacement sewer line will be installed in 20 to 40 foot segments beginning at the Southland Wastewater Treatment Facility and leading north to Division Street. Each segment will be trenched with an average trench width of eight feet, the pipeline installed and backfilled prior to proceeding to installation of the next segment. Installation of the replacement sewer line will also require replacement of existing manholes and connection to existing sewers from the side streets.

E. PROJECT APPROVALS

The proposed project involves a series of approvals and discretionary actions by the Nipomo Community Services District and other involved local agencies. These actions include: design approval and authorization to proceed with construction of the proposed sewer replacement project and certification of this Expanded Initial Study by the Nipomo Community Services District. The proposed project design, grading and construction plans will require review and approval as well as issuance of encroachment permits by the County of San Luis Obispo, Department of Public Works and the possible acquisition of rights-of-way or easements necessary for construction and/or long-term maintenance.

a. Design Approval and Construction

The Nipomo Community Services District will oversee and ultimately approve the detailed engineering and design plans for the proposed project in accordance with the approved project plans, specifications and requirements, the nature and extent of which is described in Section III.D. Project Characteristics.

b. Environmental Certification

This Expanded Initial Study will evaluate the potential environmental impacts associated with the construction, operation and maintenance of the proposed South Frontage Road Trunk Sewer Replacement project. This Expanded Initial Study will assist the District in their consideration of whether to prepare a Negative Declaration, a Mitigated Negative Declaration or an Environmental Impact Report for this project. In the event that an EIR is required, this Initial Study will focus the EIR on the impacts determined to be potentially significant, identify any impacts determined to not be significant, describe the anticipated extent of analyses within the EIR and to assist the public and other responsible agencies in their evaluation of the proposed project and their formulation of initial environmental concerns in response to the Notice of Preparation.

This Expanded Initial Study will be the final environmental document for the proposed project pursuant to CEQA requirements if a Negative Declaration or a Mitigated Negative Declaration is required. Section 15070 of the State CEQA Guidelines states that "a public agency shall prepare or have prepared a proposed negative declaration or mitigated negative declaration for a project subject to CEQA when the Initial Study shows that there is no substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment." This determination will be based upon the information and analyses contained in this Expanded Initial Study in combination with any other documents incorporated by reference.

In accordance with the State CEQA Guidelines, the final environmental document will enable the Nipomo Community Services District, as Lead Agency, to fully evaluate these environmental impacts and mitigation measures in their consideration of the proposed project.

c. Encroachment Permits

The proposed trunk sewer replacement project will require issuance of encroachment permits by the County of San Luis Obispo, Department of Public Works.

d. Right-of-Way Acquisition

The proposed project may require the acquisition of rights-of-way or easements by the Nipomo Community Services District necessary for construction and/or long-term operation and maintenance of the proposed trunk sewer replacement project.

F. PROJECT TIMING

The Nipomo Community Services District anticipates that the proposed project will be constructed in one phase which is expected to require approximately six to eight months.

IV. ENVIRONMENTAL SETTING

The proposed South Frontage Road Trunk Sewer Replacement project is located along South Frontage Road from Division Street to the Southland Wastewater Treatment Facility, a distance of approximately 4,300 linear feet or 0.82 miles. South Frontage Road runs parallel to and immediately west of U.S. Highway 101 within the unincorporated community of Nipomo. The alignment of the proposed replacement sewer line begins approximately one-quarter mile south of the Tefft Street/U.S. Highway 101 interchange.

- ***Topography***

The project area contains nearly level to gently sloping topographic conditions with slope gradients between zero and two percent. The project area has a surface elevation of approximately 300 feet above mean sea level. Elevation changes in the area are due to smoothly eroded hills and shallow linear valleys.

- ***Geology and Soils***

The project site is underlain by tan to brown colored, fine-grained loose sandy soils typical of the Nipomo Mesa. This soil type is well drained with a low potential for landslides and liquefaction with a high potential for erodability. However, the relatively flat nature of the project site reduces the occurrence of potentially significant erosion and sedimentation. Imported gravel and asphalt are found within and adjacent to local roadways including South Frontage Road. The Nipomo Mesa is underlain by massive sand dune deposits whose thickness ranges from 150 to 250 feet in depth.

The project area, while located within the seismically-active Central Coast region, lies outside of any fault rupture zones (formerly Special Studies zones) established by the Alquist-Priolo Act of 1972. Should a major earthquake occur in the area, significant groundshaking is expected to occur. The San Andreas Fault which runs approximately 35 miles northeast of the project site is considered the most likely to generate a major earthquake in the region in the near future. Such an earthquake is expected to produce moderate to strong ground shaking at and near the project site.

- ***Drainage***

The project site is a flat river terrace which drains to the south and southwest ultimately leading to Nipomo Creek which runs parallel to and east of U.S. Highway 101. The project site is located within the Nipomo Creek watershed area which contains approximately 16,318 acres. The area west of Highway 101 is characterized by open flat areas, linear valleys and hilly knolls. Drainage in the project area is conveyed by streets and underground pipes in developed areas and via sheet flow in undeveloped areas.

- ***Biological Resources***

Areas adjacent to South Frontage Road generally contain non-native grasses and ruderal (weedy) plant species. The project site and surrounding area contains three habitat types: coyote brush scrub, ruderal (disturbed) and developed habitats. Given the existing vegetation and its disturbed nature, the project site has a low probability of any sensitive plant species being found.

- ***Land Use***

The project site involves the segment of South Frontage Road from Division Street to the Southland Wastewater Treatment Facility. Areas adjacent to this roadway include a mix of residential, commercial and public utility uses adjacent to South Frontage Road, Southland Street, Tefft Street and other local roadways. Approximately one-quarter mile north of the project site is the Tefft Street/Highway 101 interchange which is surrounded by commercial land uses within the Nipomo Central Business District.

The project site is currently designated Commercial Retail, Residential Single Family and Public Facility by the South County Area Plan. The land use designation on the opposite side of U.S. Highway 101 is Residential Single Family.

- ***Traffic and Circulation***

Primary access to the project area is provided via State Highway 101. In the project area, Highway 101 is a four-lane freeway served by the existing interchange at Tefft Street. The local circulation system serving the project area includes South Frontage Road, Tefft Street, Division Street, Story Street, Grande Avenue and Southland Street. These latter four streets intersect and have their eastern terminus at South Frontage Road. With the exception of the four lanes on Tefft Street, all of these local roadways are two lane paved roads.

- ***Noise***

Ambient noise levels in the project area range from the low-30 to mid-60 dBA. Noise sources include traffic on Highway 101, automobile and truck traffic on local roadways such as South Frontage Road and Tefft Street and other less obtrusive non-urban noise sources.

- ***Climate***

The climate of San Luis Obispo County can be generally characterized as Mediterranean, with warm, dry summers and cooler, relatively damp winters. Inland areas are characterized by a wide range of temperature conditions. Maximum summertime

temperatures can reach the high 90's whereas minimum winter temperatures range to the low 20's.

- ***Public Services and Utilities***

Law enforcement services for the Nipomo area are provided by the County of San Luis Obispo, Sheriff's Department from their Oceano Substation in Oceano. The Oceano Substation has an allocation of 23 patrol deputies and one commander. The Nipomo area is patrolled by vehicle. Fire protection and emergency response services for the Nipomo area are currently provided by Cal Fire. The Nipomo Station 20, located at 450 Pioneer Street in Nipomo (at the corner of Oak Glen Avenue and Pioneer Street near Tefft Street) and the Nipomo Mesa Station 22 located at 2391 Willow Road would be the first stations to participate in any fire or emergency response. Both stations are equipped with two Type I fire engines while the Nipomo Station 20 also has one Schedule B wildland fire engines (used during the dry season), one rescue engine, one battalion chief vehicle and one utility vehicle for both fire-fighting and personnel transport. Cal Fire also has a hazardous materials specialist.

The Nipomo area is situated within the service boundaries of the Southern California Gas Company for natural gas service and Pacific Gas and Electric Company for electrical service. Existing underground natural gas and electrical mains are located throughout the project area that provide utility services to developed land uses. The Nipomo area is provided communications services from Pacific Bell and Charter Communications.

The project area is located within the Nipomo Community Services District which provides wastewater treatment, water supply, storm drainage, retention basins and lighting services in select portions of the Nipomo area.

- ***Cultural Resources***

Surface walkover surveys and an archival records search of the project site revealed one pre-historic site, SLO-1254, which was recorded adjacent to the existing pavement of South Frontage Road between Division and Southland Street. In addition, several Franciscan and Monterey chert flakes (silica rock utilized for the manufacture of or use as a stone tool such as arrowheads, knives or other cutting or scraping tool) were recorded during surface walkover surveys of the Southland Wastewater Treatment Facility. The Nipomo area contains more square meters of light density cultural deposits than any other area in southern San Luis Obispo County. Surveys conducted along the south, west and north sides of Nipomo Mesa have recorded many archaeological sites along the edge of the mesa but very few in the interior.

V. ENVIRONMENTAL EVALUATION

The following pages contain a checklist based on the format presented in the State CEQA Guidelines. The checklist was used to identify physical changes in the environment which may result from implementation of the proposed project. Impact assessments result in the determination of either "No Impact," "Less-Than-Significant Impact," "Potentially Significant Unless Mitigation Incorporated" or "Potentially Significant Impact."

The determination of "No Impact" applies where the impact is not applicable to the project under consideration. For example, if the project site is not located proximate to areas of volcanic activity then the item asking whether the project would result in or expose people to potential impacts involving volcanic hazards should be marked as "no impact."

The determination of "Less-Than-Significant Impact" applies where the impact would occur, but the magnitude of the impact is considered insignificant or negligible. For example, a development which would only slightly increase the amount of surface water runoff generated at a project site would be considered to have a less-than-significant impact on surface water runoff.

"Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less-Than-Significant Impact." Incorporated mitigation measures are noted within the summary discussion immediately following the checklist item with a detailed discussion of the mitigation measure and how it reduces the impact to a less-than-significant level provided in Section V. Environmental Evaluation and summarized in Section VI. Impacts and Mitigation Measures of this Expanded Initial Study. This designation is appropriate for a Mitigated Negative Declaration, where potentially significant issues have been analyzed and mitigation measures have been recommended.

The determination of "Potentially Significant Impact" applies where the project impact has the potential to cause a significant environmental impact and there are not sufficient mitigations available to reduce these impacts to a less than significant level. If there are one or more items remaining as "Potentially Significant Impact," on the checklist, an EIR is required.

In many cases, potential project impacts are identified as "no impact" or "less-than-significant impact." The summary discussion following the checklist item provides the basis for this determination. Checklist items identified as "potentially significant unless mitigation incorporated" or "potentially significant impact" are discussed in greater detail in this section as well as Section VI. Impacts and Mitigation Measures of this Expanded Initial Study.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
I.	LAND USE AND PLANNING. Would the proposal:				
	a) Conflict with general plan designation or zoning?	☐	☐	☐	☒
	b) Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project?	☐	☐	☒	☐
	c) Be incompatible with existing land use in the vicinity?	☐	☐	☒	☐
	d) Affect agricultural resources or operations (e.g., impacts to soils or farmlands or impacts from incompatible land uses)?	☐	☐	☐	☒
	e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	☐	☐	☐	☒

Substantiation:

a. No Impact. Areas immediately adjacent to and south of South Frontage Road are currently designated Commercial Retail, Residential Single Family and Public Facility by the South County Area Plan. The proposed trunk sewer replacement project does not involve any required amendments to the South County Area Plan, Inland or any other Elements of the County General Plan and does not require any changes to existing zoning.

b. Less-Than-Significant Impact. The proposed project would not conflict with any environmental plans or policies adopted by agencies with jurisdiction over the project area. Environmental plans which apply to the project area include the South County Area Plan, Inland or other Elements of the County General Plan or other long-range planning documents. The proposed South Frontage Road Sewer Replacement project is considered to be an integral link in the overall wastewater collection system operated by the Nipomo Community Service District. The existing line is insufficiently sized to accommodate existing and future average and peak wastewater flow rates. The proposed replacement sewer line will improve the efficiency and reliability of the operations of the existing NCSD wastewater treatment and disposal system and is intended to serve the existing customers within the NCSD service area. As such, the proposed trunk sewer replacement project will not generate or induce, either directly or indirectly, any development within the NCSD service area. Since the proposed project conforms to the current County General Plan, the proposed project does not conflict with the APCD Clean Air Plan. The proposed project will not

conflict with the Commercial Retail, Residential Single Family and Public Facility land use designations applied to areas adjacent to and south of South Frontage Road.

c. *Less-Than-Significant Impact.* The area in which the proposed trunk sewer replacement project occurs is devoted to residential, commercial and public utility uses. The proposed project may represent a short-term conflict with existing residential and commercial land uses immediately west of South Frontage Road during construction activities. Impacts to adjacent residents and commercial customers due to temporary and limited construction activities are considered to be short-term and less than significant.

d. *No Impact.* The proposed project is not adjacent to or in the immediate vicinity of agricultural farmlands. Agricultural activities including grading, discing or spraying will not affect the proposed project. Since project construction activities will be confined to South Frontage Road and immediately adjacent areas, they are not expected to affect agricultural-related traffic ingress/egress. As such, little in the way of impact to ongoing agricultural operations is expected due to the proposed project.

e. *No Impact.* The limited extent of the proposed project insures that it will not divide any established community.

Sources: South County Area Plan, Inland; County of San Luis Obispo, General Plan and APCD Clean Air Plan

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
II.	POPULATION AND HOUSING. Would the proposal:				
	a) Cumulatively exceed official regional or local population projections?	☐	☐	☐	☒
	b) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	☐	☐	☒	☐
	c) Displace existing housing, especially affordable housing?	☐	☐	☐	☒

Substantiation:

a. *No Impact.* The proposed trunk sewer replacement project will not directly generate any new population or housing within the NCSD service area thereby not exceeding any regional or local growth projections.

b. Less-Than-Significant Impact. The proposed project involves the provision of upgraded wastewater collection facilities within the Nipomo community. The proposed replacement sewer line will improve the efficiency and reliability of the existing NCSD wastewater treatment and disposal system. As such, the proposed project will not generate or induce, either directly or indirectly, substantial population or housing growth in the NCSD service area.

c. No Impact. The proposed project will not displace any existing housing.

Sources: South County Area Plan, Inland and County of San Luis Obispo General Plan

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
III.	GEOLOGICAL PROBLEMS. Would the proposal result in or expose people to potential impacts involving:				
	a) Fault rupture?	☐	☐	☒	☐
	b) Seismic ground shaking?	☐	☐	☒	☐
	c) Seismic ground failure, including liquefaction?	☐	☐	☒	☐
	d) Seiche, tsunami, or volcanic hazard?	☐	☐	☐	☒
	e) Landslides or mudflows?	☐	☐	☐	☒
	f) Erosion, changes in topography or unstable soil conditions from excavation, grading, or fill?	☐	☐	☒	☐
	g) Subsidence of the land?	☐	☐	☒	☐
	h) Expansive soils?	☐	☐	☒	☐
	i) Unique geologic or physical features?	☐	☐	☐	☒

Substantiation:

a. Less-Than-Significant Impact. The project site lies outside any fault rupture zones established by the Alquist-Priolo Act of 1972. Should a major earthquake occur in the area, significant groundshaking is expected to occur. Since the project area is not located within the boundaries of a special studies zone and no active faults are known to pass through the area, surface fault rupture in the areas devoted to the proposed replacement sewer line is considered unlikely. As such, impacts due to fault rupture in the project area are considered to be less than significant.

b. Less-Than-Significant Impact. The San Andreas Fault is considered the most likely source of a major earthquake in the region. Such an earthquake is expected to produce

moderate to strong ground shaking in the region. The application of standard construction techniques contained in the most recent version of the Uniform Building Code will reduce potential seismic hazards to less than significant levels.

c. *Less-Than-Significant Impact.* Due to the seismic and geologic conditions as currently known, the potential for secondary seismic hazards in the project area is considered to be low. The Nipomo Mesa is underlain by massive sand dune deposits whose thickness ranges from approximately 70 to 80 feet in the project area. South Frontage Road and areas immediately to the south are underlain by tan to brown colored, fine-grained loose sandy soils typical of the Nipomo Mesa. Given these conditions, liquefaction potential is considered to be unlikely due to the grain size and density of natural soils and the anticipated compaction of the surficial soils. Potential liquefaction hazards are, therefore, considered less than significant.

d. *No Impact.* Tsunamis and seiches do not pose hazards due to the inland location and lack of large bodies of standing water in the project area. No areas of known volcanic activity are in proximity to the project area. No impacts regarding seiches, tsunamis or volcanic hazards have been identified.

e. *No Impact.* Terrain within areas adjacent to and south of South Frontage Road are nearly level with slope gradients between zero and two percent. Since the proposed trunk sewer replacement project occurs in an area of level terrain, the potential for landslides or mudflows is eliminated.

f. *Less-Than-Significant Impact.* The Natural Resource Conservation Service Soil Survey identifies the potential erodibility of soil types in the project area to be high. However, the relatively level terrain on the project area reduces potential erosion and sedimentation impacts to a less than significant level.

g. *Less-Than-Significant Impact.* The potential for seismically-induced subsidence or settlement to impact project facilities is low due to the density of underlying earth materials and the anticipated compaction of near surface soils during construction of project facilities.

h. *Less-Than-Significant Impact.* The potential for expansive soils to impact project facilities is low due to the density of underlying earth materials and the anticipated compaction of surface soils during construction of project facilities.

i. *No Impact.* The project site does not contain any unique or geological features that would be impacted by development of the proposed project.

Sources: South County Area Plan, Inland and County of San Luis Obispo General Plan

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
IV.	WATER. Would the proposal result in:				
	a) Changes in absorption rates, drainage patterns or the rate and amount of surface runoff?	☐	☐	☒	☐
	b) Discharge into surface waters or other alteration of surface water quality (e.g., temperature, dissolved oxygen or turbidity)?	☐	☒	☐	☐
	c) Changes in the amount of surface water in any water body?	☐	☐	☐	☒
	d) Changes in currents or the course or direction of water movements?	☐	☐	☐	☒
	e) Change in the quantity of ground waters, either through direct additions or withdrawls, or through interception of an aquifer by cuts or excavations or through substantial loss of ground water recharge?	☐	☐	☒	☐
	f) Altered direction or rate of flow of groundwater?	☐	☐	☐	☒
	g) Impacts to groundwater quality?	☐	☐	☐	☒
	h) Substantial reduction in the amount of groundwater otherwise available for public water supplies?	☐	☐	☐	☒

Substantiation:

a. Less-Than-Significant-Impact. The proposed trunk sewer replacement project will not result in the addition of significant impervious surfaces nor does the replacement pipeline result in a significant alteration of existing drainage patterns. Potential impacts related to changes in absorption rates, drainage patterns or the rate and amount of surface runoff are considered to be less than significant.

b. Potentially Significant Unless Mitigation Incorporated. The proposed trunk sewer replacement project will result in short-term landform alteration during project construction which could potentially alter the composition of surface runoff. Project construction activities may temporarily alter the composition of surface runoff through the grading of ground surfaces which will total approximately 0.79 acres. This runoff could, without proper mitigation, contribute to the incremental degradation of downstream water quality. Erosion of graded areas and discharge of sediment to downstream areas could occur if exposed soils are not stabilized, the potential for erosion and sedimentation is not minimized and downstream water quality is not maintained. These potentially significant impacts can be mitigated to an insignificant level through the use of Best Management Practices, erosion control devices and other

methods for stabilizing disturbed soils (see Section VI. Impacts and Mitigation Measures).

c. No Impact. Given the lack of any standing water bodies in the project area in combination with the relatively small amount of area disturbed by the proposed project, changes in the amount of surface water in any water body downstream of the proposed trunk sewer replacement project are considered negligible.

d. No Impact. Given the lack of major rivers or streams adjacent to the project site in combination with the relatively small area disturbed by the proposed trunk sewer replacement project, changes in the currents or the course or direction of water movement are considered negligible.

e. Less-Than-Significant Impact. The proposed project will not involve the withdrawal of groundwater or grading that would intercept any groundwater aquifers, thereby not affecting existing groundwater supplies. Since the proposed project will not result in the addition of a significant amount of impervious surfaces, the potential loss of groundwater recharge is considered to be less than significant.

f. No Impact. The proposed project will not involve the direct withdrawal of groundwater and will not alter the direction or rate of flow of groundwater.

g. No Impact. The proposed project will not involve the direct withdrawal of groundwater and will not impact groundwater quality.

h. No Impact. The proposed project will not involve the direct withdrawal of groundwater which would otherwise be available for public use.

Sources: South County Area Plan, Inland

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
V.	AIR QUALITY. Would the proposal:				
	a) Violate any air quality standard or contribute to an existing or projected air quality violation?	☐	☒	☐	☐
	b) Expose sensitive receptors to pollutants?	☐	☐	☒	☐
	c) Alter air movement, moisture or temperature or cause any change in climate?	☐	☐	☐	☒
	d) Create objectionable odors?	☐	☐	☒	☐

Substantiation:

a. *Potentially Significant Unless Mitigation Incorporated.* Temporary air quality impacts will result from project construction activities. Fugitive dust will be generated during grading required for the proposed project facilities. Peak periods of grading will result in the greatest levels of air pollution emissions. A relatively small area (totaling 0.79 acres or approximately 34,400 square feet) will be disturbed by project development. The proposed replacement sewer line will be installed in 20 to 40 foot segments beginning at the Southland Wastewater Treatment Facility and leading north to Division Street. Each segment will be trenched, the pipeline installed and backfilled prior to proceeding to installation of the next segment. This construction method will result in the maximum area of disturbance not exceeding 320 square feet at any one time. Construction activities for development projects are estimated in the San Luis Obispo County Air Pollution District CEQA Handbook to generate approximately 40 pounds per acre per day or approximately 0.42 ton per acre per month of disturbed soil. Assuming a maximum probable "worst-case" scenario of the entire project being constructed concurrently, project construction could, based upon the above factors, generate a maximum of approximately 31.2 pounds of particulates per day or 0.995 tons per quarter. These maximum totals would likely be reduced by at least 50% (15.6 pounds per day or 0.497 tons per quarter) given the required application of water on any disturbed area. These estimated particulate emissions fall well below the APCD significance threshold of 2.5 tons of particulates per quarter. Although the proposed project does not exceed the APCD thresholds for generation of fugitive dust, the APCD requires implementation of a variety of dust control measures including limitation of construction vehicle speed, watering of graded surfaces and dirt stockpiles, washing of hauling trucks and street sweeping at the end of each construction day (see Section VI. Impacts and Mitigation Measures.)

Air pollutants will also be generated by the operation of construction equipment and by construction personnel traveling to and from the project site. These remaining elements of project construction will generate significantly lower emissions than grading which will result in less than significant air quality impacts. Since traffic in the project area will not be significantly impacted by the proposed project, the potential for local air quality impacts (i.e. air pollutant concentrations near intersections) will be less than significant.

Global Climate Change/Greenhouse Gas Emissions

The California Air Resources Board (CARB) is the lead agency for implementing AB 32 the California Global Warming Solutions Act of 2006. In October 2008, CARB published a Proposed Scoping Plan, in coordination with the Climate Action Team (CAT), to establish a comprehensive set of actions designed to reduce overall greenhouse gas emissions in California. The measures in the Scoping Plan approved by CARB will be developed by 2011 and will be in place by 2020. Significant progress can be made toward the 2020 goal which includes improving existing

technologies and the efficiency of energy use. Other solutions involve improving the State's infrastructure, transitioning to cleaner and more secure sources of energy and adopting 21st century land use planning and development practices.

To meet the 1990 target established by CARB 32, CARB recommends a de minimis (minimal importance) emission threshold of 0.1 million metric tons annually (100,000 MT per year) of carbon dioxide per transportation source category. Source categories whose total aggregated emissions are below this level are not proposed for emission reduction requirements in the Scoping Plan. In addition to the Proposed Scoping Plan, CARB has released the Preliminary Draft Staff Proposal with the objective of developing interim significant thresholds for commercial and residential projects. CARB has proposed a threshold of 7,000 annual MT for industrial operational sources. However, the CARB has not yet defined or developed thresholds applicable to residential, commercial sources or recreational land uses.

Short-term emissions resulting from project construction will generate emissions which may contribute to global climate change. The primary source of greenhouse gas emissions (primarily carbon dioxide) generated by construction activities is from the use of diesel-powered construction equipment and other combustion sources (i.e., generators, worker vehicles, materials delivery, etc.). It is estimated that project construction activities will generate a total of 0.78 metric tons of greenhouse gases over the entire project construction period of approximately six to eight months. Of this total, a maximum of 0.51 metric tons of carbon dioxide will be generated during grading and 0.27 metric tons during repaving.

The primary source of long-term greenhouse gas emissions from the proposed project will be generated by motor vehicles. The only long-term motor vehicles emissions associated with the proposed project will be for facilities maintenance. Based upon a "worst-case" average trip length of 5.0 miles and two vehicle trips per day, a total of 10.0 vehicle miles per day will be generated. This total of vehicle miles travelled is estimated to generate 0.78 metric tons per year of greenhouse gas emissions.

Both the short and long-term generation of greenhouse gas emissions associated with the proposed project fall well below the preliminary thresholds developed by the California Air Resources Board. The emissions generated by this project will contribute a miniscule amount to overall global climate change. By way of comparison, based upon global data from the United Nations, the proposed project is estimated to contribute approximately 0.000000021% to the GHG burden for the planet. When compared to California's GHG emissions, the contribution from the proposed project is estimated to be 0.00000015% of 2004 California emissions. Therefore, impacts associated with the generation of greenhouse gas emissions from the proposed project are considered to be less than significant.

b. Less-Than-Significant Impact. Given the lack of significant short- or long-term air pollutant generation associated with the proposed project, the potential for exposure of sensitive receptors to air pollutants is considered to be less than significant.

c. No Impact. The proposed project will not alter air movement, moisture, temperature or cause a change in climate.

d. Less-Than-Significant Impact. The proposed project will not create objectionable odors that would significantly impact adjacent properties. Any localized odors associated with project construction and ongoing project operations will be largely confined to the construction areas.

Sources: San Luis Obispo County Air Quality Management District, Clean Air Plan

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
VI.	TRANSPORTATION/CIRCULATION. Would the proposal result in:				
	a) Increased vehicle trips or traffic congestion?	☐	☐	☒	☐
	b) Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☒	☐	☐
	c) Inadequate emergency access or access to nearby uses?	☐	☐	☐	☒
	d) Insufficient parking capacity on-site or off-site?	☐	☐	☒	☐
	e) Hazards or barriers for pedestrians or bicyclists?	☐	☒	☐	☐
	f) Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒
	g) Rail, waterborne or air traffic impacts?	☐	☐	☐	☒

Substantiation:

a. Less-Than-Significant Impact. The proposed trunk sewer replacement project will over the short-term (six to eight months) generate a minor amount of traffic during construction activities. The traffic generated by project construction activities will involve automobile trips associated with worker commutes, haul trucks and construction equipment. It is estimated that at any one time project construction activities will involve the following equipment and vehicles: a small grader/backhoe/tractor, a haul truck and four employee vehicles which will generate an estimated 12 vehicle trips per day. In addition, equipment/material deliveries are estimated to generate an additional six deliveries or twelve vehicle trips per day. This

level of construction activity is anticipated to generate a maximum ("worst-case") total of 24 vehicle trips per day and a maximum of 12 peak hour vehicle trips. According to traffic volume data (July, 2006) provided by the County Department of Public Works, South Frontage Road south of Tefft Street has an average daily traffic volume of 7,290 vehicles per day with morning peak hour traffic volumes averaging 531 vehicle trips and evening peak hour traffic volumes averaging 587 vehicle trips. South Frontage Road north of Southland Street has an average daily traffic volume of 2,219 vehicles per day with morning peak hour traffic volumes averaging 215 vehicle trips and evening peak hour traffic volumes averaging 278 vehicle trips, Tefft Street west of the Highway 101 interchange has an average daily traffic volume of 21,024 vehicles per day. Morning peak hour traffic volumes average 1,884 vehicle trips while the evening peak hour volumes average 2,143 vehicle trips. Construction-related traffic generation will not significantly impact existing daily or peak hour traffic levels on South Frontage Road, Tefft Street or the Highway 101/Tefft Street interchange. Construction-related daily vehicle traffic of 24 trips per day represents a short-term 1.1% addition to the average daily traffic volumes on South Frontage Road north of Southland Street and a 0.3% addition to the average daily traffic volumes on South Frontage Road south of Tefft Street. If the construction-related peak hour total of 12 vehicle trips per day occurs during the morning peak hour, a "worst-case" addition of 5.5% to existing morning peak hour traffic levels on South Frontage Road and a 2.3% "worst-case" addition existing evening peak hour traffic levels. It should be noted that these "worst-case" estimates assume that all construction-related project traffic to and from will arrive and depart via the same segment of South Frontage Road. A more likely scenario is a nearly even split in the directional distribution of construction-related project traffic, thereby reducing these percentage traffic contributions by half. In addition, it is likely that peak hour construction will not totally coincide with the timing of existing morning peak hours (7:00 AM to 8:00 AM south of Tefft Street and 8:00 AM to 9:00 AM north of Southland Street) or existing evening peak hours (6:00 PM to 7:00 PM south of Tefft Street and 5:00 PM to 6:00 PM north of Southland Street) on South Frontage Road. These factors significantly reduce the already insignificant increase in traffic associated with project construction. Therefore, the potential traffic and circulation impacts associated with project construction activities are considered to be short-term and less than significant.

Long-term operation and maintenance of the proposed project facilities will generate a total of two daily vehicle trips. The total daily traffic generation associated with long-term project operations and maintenance therefore represents a "worst-case" addition of 0.54 percent to daily traffic levels on South Frontage Road north of Southland Street and a 0.16 percent addition south of Tefft Street. These percentage additions again assume that all long-term traffic will arrive and depart via the same segment of South Frontage Road. The additional long-term project-related daily traffic will not, therefore, significantly impact traffic and circulation conditions on Tefft Street or other local roadways.

The Tefft Street /Highway 101 interchange currently operates at Level of Service F. The County of San Luis Obispo defines Level of Service D the lowest acceptable level of service in developed areas. Significance criteria developed by the County states that a significant impact is created when a project contributes additional long-term traffic to intersections or roadways currently operating at an unacceptable level of service. The above data indicates that the proposed project will, however, contribute an insignificant amount of additional traffic (a likely total of six construction-related and two long-term peak hour trips) to this impacted intersection. These additions represent a very conservative estimate of a 0.25% increase to morning peak hour traffic during construction and 0.08% over the long-term.

b. Potentially Significant Unless Mitigation Incorporated. Project construction activities within developed areas will be largely confined to South Frontage Road and its adjacent right-of-way. However, the temporary diversion of automobile traffic along South Frontage Road may occasionally be necessary during project construction. This potential impact, without proper traffic control, may represent a hazard to existing automobile traffic particularly along South Frontage Road. This potentially significant impact can be mitigated to an insignificant level through the provision of adequate signage, barriers and/or, if necessary, flagmen in order to insure the safe diversion of traffic (see Section VI. Impacts and Mitigation Measures).

c. No Impact. Project construction activities will not block or impede access to adjacent properties. No impacts to emergency access or access to adjacent uses are anticipated.

d. Less-Than-Significant Impact. The proposed project may result in the temporary loss of available parking on South Frontage Road which may be subject to project construction activities. This loss of parking is considered to be short-term and less than significant.

e. Potentially Significant Unless Mitigation Incorporated. The proposed project may result in the temporary diversion of pedestrians and bicyclists on South Frontage Road during project construction. This potentially significant impact can be mitigated to an insignificant level through the provision of adequate signage, barriers and/or, if necessary, flagmen in order to insure a safe diversion of pedestrians and bicyclists (see Section VI. Impacts and Mitigation Measures).

f. No Impact. The proposed project will not conflict with any adopted alternative transportation polices.

g. No Impact. The proposed project will not impact any existing rail, waterborne or air traffic operations.

Sources: South County Area Plan, Inland and County of San Luis Obispo General Plan and the Institute of Transportation Engineers Trip Generation Factors (8th Edition)

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
VII.	BIOLOGICAL RESOURCES. Would the proposal result in impacts to:				
	a) Endangered, threatened or rare species or their habitats (including but not limited to plants, fish, insects, animals, and birds)?	☐	☒	☐	☐
	b) Locally designated species (e.g., heritage trees)?	☐	☐	☐	☒
	c) Locally designated natural communities (e.g., oak forest, coastal habitat, etc.)?	☐	☐	☐	☒
	d) Wetland habitat (e.g., marsh, riparian and vernal pool)?	☐	☐	☐	☒
	e) Wildlife dispersal or migration corridors?	☐	☐	☒	☐
	f) Adopted conservation plans and policies (e.g., Resource Management Plan)?	☐	☐	☐	☒

Substantiation:

a. Potentially Significant Unless Mitigation Incorporated. The project site south of Southland Street primarily contains non-native grasses and ruderal (weedy) plant species. Areas north of Southland Street adjacent to South Frontage are developed thereby lacking any native biological resources. No special-status plant species were observed within the project area south of Southland Street during the May, 2009 site surveys. No sensitive plant communities are known to occur within the planned installation area of the proposed replacement sewer line. Given the existing vegetation and its disturbed nature, the project site has a low probability of any sensitive plant species being impacted in the project area.

Loss of non-native, ruderal habitat areas adjacent to the Southland Wastewater Treatment Facility is not considered a significant impact to wildlife because it supports a relatively low density and diversity of wildlife species.

Three special-status wildlife species (Coast horned lizard, Western spadefoot toad and the American badger) were observed during May, 2009 field surveys. Noise, dust and vehicle operation generated by construction activities may disrupt foraging activities of some wildlife within the boundaries of the project site and immediate vicinity. Although highly mobile wildlife species (e.g., birds) would be expected to avoid the area undergoing construction, these activities may result in mortality of less mobile species, particularly, fossorial (ground-dwelling) species. Overall, due to the current level of disturbance within the project area, the limited number of wildlife species occurring within the area and the availability of suitable habitat in the region, impacts to general wildlife are expected to be less than significant. However, the proposed project has the potential to result in temporary impacts to the three sensitive wildlife

species noted above, the Coast horned lizard, the Western spadefoot toad and the American badger. Potentially significant impacts to these three species can be mitigated to an insignificant level through conducting pre-construction surveys as well as providing a worker orientation program to minimize impacts to sensitive species (see Section VI. Impacts and Mitigation Measures).

b. No Impact. The project area does not contain any locally designated species such as heritage trees. The proposed project will not, therefore, impact any locally designated species.

c. No Impact. The project site south of Southland Street primarily consists of non-native grasses and ruderal (weedy) plant species. Project areas north of Southland Street are developed thereby lacking native biological resources. Given the nature and extent of existing on-site vegetation and the relatively small area disturbed by project construction, the proposed project will not significantly impact any locally designated natural plant communities such as oak forests or coastal habitats.

d. No Impact. The proposed project will not directly or indirectly impact any riparian scrub community and wetland habitats of the nearby Nipomo Creek which runs parallel to but east of Highway 101. Short-term construction activities and long-term project operations and maintenance do not have the potential to result in secondary impacts (i.e., habitat disturbance, sedimentation impacts, etc.) to the adjacent Nipomo Creek due to the intervening separation of the project site by Highway 101.

e. Less-Than-Significant Impact. Wildlife migration corridors are generally defined as connections between habitat patches that allow for physical and genetic exchange between otherwise isolated animal populations. Migration corridors may be local, such as those between foraging and nesting/denning areas or they may be regional in nature. "Habitat linkages" are migration corridors that contain contiguous strips of native vegetation between source and receiver areas. Habitat linkages provide cover and forage sufficient for temporary inhabitation by a variety of ground-dwelling animal species. Wildlife migration corridors are essential to the regional fitness of an area as they provide avenues of genetic exchange and allow animals to access alternative territories as fluctuating dispersal pressures dictate.

Given the limited area of disturbance due to project construction, the short duration of construction related impacts and the level of development and/or prior disturbance within the project site, potential impacts to existing wildlife movement corridors are considered to be less-than-significant.

f. No Impact. The proposed project does not conflict with any adopted conservation or wildlife management plans.

Sources: South County Area Plan, Inland and County of San Luis Obispo General Plan

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
VIII.	ENERGY AND MINERAL RESOURCES. Would the proposal:				
	a) Conflict with adopted energy conservation plans?	☐	☐	☐	☒
	b) Use non-renewable resources in a wasteful and inefficient manner?	☐	☐	☒	☐
	c) Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State?	☐	☐	☐	☒

Substantiation:

a. No Impact. The proposed project will conform with all applicable State and local energy conservation requirements enforced by the County of San Luis Obispo and the Nipomo Community Services District. No impacts regarding any conflict with adopted energy conservation programs have been identified.

b. Less-Than-Significant Impact. Project construction activities will require the use of nonrenewable fuels including diesel and gasoline to operate construction equipment. Fuel consumption will be minimized wherever possible during construction operations. Operation of project facilities will consume relatively small amounts of electricity. The proposed project is not anticipated to result in the use of non-renewable resources in a wasteful or inefficient manner. Impacts upon non-renewable resources are considered less than significant.

c. No Impact. There are no known mineral resources within the project area. The proposed project should have no impact regarding availability of a known mineral resource that would be of future value to the region and the residents of the State.

Sources: South County Area Plan, Inland and County of San Luis Obispo General Plan

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
IX.	HAZARDS. Would the proposal involve:				
	a) A risk of accidental explosion or release of hazardous substances (including but not limited to: oil, pesticides, chemicals or radiation?	☐	☐	☒	☐
	b) Possible interference with an emergency response plan or emergency evacuation	☐	☐	☐	☒

plan?

c) The creation of any health hazard or potential health hazard?	☐	☐	☒	☐
d) Exposure of people to existing sources of potential health hazards?	☐	☐	☒	☐
e) Increased fire hazard in area with flammable brush, grass, or trees?	☐	☐	☒	☐

Substantiation:

a. Less-Than-Significant Impact. Current safety regulations governing the construction of the proposed replacement sewer line will reduce the risk of an accidental explosion or release of hazardous materials to a level of insignificance.

b. No Impact. Given the relatively small amount of area distributed by project construction, the proposed project will not interfere with any emergency response or evacuation plan.

c. Less-Than-Significant Impact. Current safety regulations governing the construction and operation of the proposed replacement sewer line will reduce the potential for creation of health hazards to a level of insignificance.

d. Less-Than-Significant Impact. The construction, operation and maintenance of the proposed replacement sewer line is not expected to expose people to existing sources of potential health hazards. Project construction and operations are not expected to involve the release of any significant amounts of hazardous materials including oils, pesticides or chemicals thereby reducing the potential for exposure to health hazards to an insignificant level.

e. Less-Than-Significant Impact. The proposed project will occur in an area of relatively low fire hazard (i.e. commercial, residential uses and the existing wastewater treatment plant, etc.). Safety regulations governing project construction and operations in combination with these low fire hazard conditions reduces potential fire hazards to an insignificant level.

Sources: South County Area Plan, Inland and County of San Luis Obispo General Plan

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
X.	NOISE. Would the proposal result in:				
	a) Increases in existing noise levels?	☐	☐	☒	☐
	b) Exposure of people to severe noise levels?	☐	☐	☒	☐

Substantiation:

a. Less-Than-Significant Impact. The primary noise source associated with the proposed trunk sewer replacement project which may impact adjacent land uses will be construction noise. Noise resulting from the long-term operation of project facilities is expected to be negligible. Construction noise represents a short-term impact upon ambient noise levels. Noise generating construction equipment includes a small grader/backhoe/tractor and haul truck. Grading and hauling activities typically represent the highest potential sources of construction noise. Local control of construction hours to daylight hours provides the most effective method of controlling construction-generated noise levels. The County of San Luis Obispo restricts construction activities to the hours of 7 a.m. to 7 p.m. on weekdays and 9 a.m. to 5 p.m. on Saturday. Construction is not allowed on Sundays or holidays. Compliance with these policies reduces potential short-term construction noise impacts to an insignificant level.

b. Less-Than-Significant Impact. The nearest sensitive noise receptors in the area are existing residences and commercial uses adjacent to and west of South Frontage Road south of Division Street. Maximum noise levels from construction equipment required for the project to the nearest residential or commercial land use would reach as high as 68 dBA with a projected peak level range of 42 to 68 dBA. These maximum noise levels would be intermittent and represent a "worst-case" estimate of construction noise. Average noise levels are not expected to exceed 60 CNEL at these locations. The County of San Luis Obispo Noise Ordinance contains noise standards of 60 CNEL for exterior land uses and an interior noise standard of 45 CNEL. Construction of the proposed project is not anticipated to create noise levels that exceed these standards.

Sources: South County Area Plan, Inland and County of San Luis Obispo General Plan and Noise Ordinance

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XI.	PUBLIC SERVICES. Would the proposal have an effect upon or result in a need for new or altered government services in any of the following areas:				
	a) Fire protection?	☐	☐	☐	☒
	b) Police Protection?	☐	☐	☐	☒
	c) Schools?	☐	☐	☐	☒
	d) Maintenance of public facilities, including	☐	☐	☒	☐

	roads?				
	e) Other governmental services?	☐	☐	☐	☒

Substantiation:

a. No Impact. The construction, operation and maintenance of the proposed trunk sewer replacement project is not expected to have any impact upon fire protection services currently provided by CalFire.

b. No Impact. The construction, operation and maintenance of the proposed trunk sewer replacement project is not expected to have any impact upon police protection services currently provided by the County of San Luis Obispo, Sheriff's Department.

c. No Impact. Since the proposed project will not directly generate any school age children, no impacts to schools are anticipated.

d. Less-Than-Significant Impact. The proposed project will have a minor, short-term impact upon local roadways due to construction activities associated with the proposed trunk sewer replacement project within or adjacent to South Frontage Road. Since the proposed project will be maintained by the Nipomo Community Services District, potential impacts upon the maintenance of any other public facilities are considered to be less than significant.

e. No Impact. The construction, operation and maintenance of the proposed project will have no impact on any other governmental services.

Sources: South County Area Plan, Inland and County of San Luis Obispo General Plan

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XII.	UTILITIES AND SERVICE SYSTEMS. Would the proposal result in a need for new systems or supplies or substantial alterations to the following utilities:				
	a) Power or natural gas?	☐	☐	☒	☐
	b) Communications systems?	☐	☐	☐	☒
	c) Local or regional water treatment or distribution facilities?	☐	☐	☐	☒
	d) Sewer or septic tanks?	☐	☐	☒	☐
	e) Storm water drainage?	☐	☒	☐	☐
	f) Solid waste disposal?	☐	☐	☒	☐

g) Local or regional water supplies?	☐	☐	☐	☒

Substantiation:

a. Less-Than-Significant Impact. Construction, operation and maintenance of the proposed trunk sewer replacement project will require the use of electrical power. Any additional energy demand associated with the proposed project is not anticipated to be significant and falls within the anticipated service parameters of the involved service providers.

b. No Impact. The proposed trunk sewer replacement project will not involve the expansion of communications systems.

c. No Impact. The proposed trunk sewer replacement project will not generate the demand for water service nor will it impact local or regional water treatment or distribution facilities.

d. Less-Than-Significant Impact. The proposed trunk sewer replacement project is intended to improve the efficiency and reliability of the operations of the existing NCSD wastewater treatment and disposal system and is intended to serve existing customers within the NCSD service area. This proposed project is therefore considered to represent a beneficial impact to wastewater collection facilities within the NCSD wastewater treatment and disposal system. Since the proposed project will not increase the level of wastewater generation within the NCSD, impacts upon existing wastewater treatment and disposal facilities is considered to be less than significant.

e. Potentially Significant Unless Mitigation Incorporated. The proposed project will result in short-term landform alteration during project construction which could potentially alter the composition of surface runoff. Project construction activities may temporarily alter the composition of surface runoff through the grading of ground surfaces which will total approximately 0.79 acres (approximately 34,400 square feet). This runoff could, without proper mitigation, contribute to the incremental degradation of downstream water quality. Erosion of graded areas and discharge of sediment to downstream areas will occur if exposed soils are not stabilized, the potential for erosion and sedimentation is not minimized and downstream water quality is not maintained. These potentially significant impacts can be mitigated to an insignificant level through the use of Best Management Practices, erosion control devices and other methods for stabilizing disturbed soils (see Section VI. Impacts and Mitigation Measures).

f. Less-Than-Significant Impact. The proposed project will generate solid waste during project construction. This solid waste generation is considered to be a short-term impact. Given the limited extent of project construction, these solid waste

impacts are considered to be less than significant. Long-term operation and maintenance of the proposed replacement sewer line will not generate significant amounts of solid waste.

g. *No Impacts.* The proposed trunk sewer replacement project will not impact local or regional water supplies.

Sources: South County Area Plan, Inland and County of San Luis Obispo General Plan

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XIII.	AESTHETICS. Would the proposal:				
	a) Affect a scenic vista or scenic highway?	☐	☐	☒	☐
	b) Have a demonstrable negative aesthetic effect?	☐	☐	☒	☐
	c) Create light or glare?	☐	☐	☐	☒

Substantiation:

a. *Less-Than-Significant-Impact.* Construction activities associated with the proposed trunk sewer replacement project will result in short-term visual impacts to views from adjacent roadways and land uses. The roadway visually impacted by project construction activities, South Frontage Road, is not designated as scenic highway. Any impacts to scenic vistas due to the proposed project are, therefore considered to be less than significant.

b. *Less-Than-Significant Impact.* Construction activities associated with the proposed trunk sewer replacement project will have a short-term visual impact upon adjacent roadways and land uses. Given the relatively small amount of area disturbed by project construction activities, these aesthetic impacts are considered to be short-term and less than significant.

c. *No Impact.* The proposed trunk sewer replacement project will not involve any additional lighting or any potential light and glare impacts.

Sources: South County Area Plan, Inland and County of San Luis Obispo General Plan

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XIV.	CULTURAL RESOURCES. Would the proposal:				
	a) Disturb paleontological resources?	☐	☒	☐	☐
	b) Disturb archaeological resources?	☐	☒	☐	☐
	c) Affect historical resources?	☐	☒	☐	☐
	d) Have the potential to cause a physical change which would affect unique ethnic cultural values?	☐	☐	☐	☒
	e) Restrict existing religious or sacred uses within the potential impact area?	☐	☐	☐	☒

Substantiation:

a. Potentially Significant Unless Mitigation Incorporated. Given the amount of prior disturbance within the project area, little in the way of significant paleontological resources are expected to be found on the project site. No paleontological resources were encountered during recently-conducted surveys on the project site. However, the potential exists that paleontological resources may be unearthed during project grading and trenching. This potential impact to paleontological resources can be mitigated to a level of insignificance by requiring a qualified paleontologist to examine any unearthed paleontological resources (see Section VI. Impacts and Mitigation Measures).

b. Potentially Significant Unless Mitigation Incorporated. Data from archival record searches conducted at the Central Coast Archaeological Information Center at UCSB conducted in 2005, 2008 and 2009 in combination with walkover surveys conducted in 2009 indicated the prior recordation of one prehistoric site, SLO-1254 located adjacent to South Frontage Road. In addition, several Franciscan and Monterey chert flakes (silica rock utilized for manufacture of or use as a stone tool such as arrowheads, knives or other cutting or scraping tools) were recorded during surface walkover surveys at the Southland Wastewater Treatment Facility.

Site SLO-1254 was first recorded in 1988 and is located on a five acre parcel southwest of the corner of Division Street and South Frontage Road. This archaeological site measures approximately 175 meters by 100 meters (3.86 acres). Several artifacts including biface manufacturing flakes were observed in a cut bank immediately west of South Frontage Road at this location. Subsurface testing was conducted on the site in 1988 in which;

> "a 30 meter by 50 meter area contained on estimated total of 11 to 154 chert flakes per cubic meter or an estimated total of 82,500 flakes. Surrounding areas may contain an additional 75,000 flakes. One fragment of mortar and two pieces of burnt rock indicate the occurrence of some food preparation although no ovens, shell, bone or charcoal were noted."

Subsequent to these surveys, a multi-family residential development was constructed on the five acre parcel which destroyed the SLO-1254 site with no additional testing or mitigation. It is possible that intact or displaced prehistoric materials from SLO-1254 are present beneath the South Frontage Road between Division Street and Story Street which may be encountered during construction trenching along the South Frontage Road during construction of the proposed replacement sewer line. Given the lack of information concerning intact portions of SLO-1254, it is recommended that cultural resource monitoring accompany construction trenching along the South Frontage Road from Division Street south to Story Street. If any displaced or intact cultural resources are unearthed, work in that area should halt until they can be evaluated by a qualified archeologist and Chumash representative and appropriate recommendations made (see Section VI. Impacts and Mitigation Measures).

Recently-conducted (2009) surface walkover surveys adjacent to an existing aeration lagoon within the Southland Wastewater Treatment Facilities (WWTF) revealed several Franciscan and Monterey chert flakes. An additional Monterey chert flake was recorded along a dirt access road south of an existing aeration lagoon. The areas containing the artifacts are highly disturbed due to the development of the WWTF and the subsequent grading and exporting of sand in the western and southwestern areas of the facility. Initial surveys of the WWTF site conducted in 1975 recorded a prehistoric site SLO-753 which was described as a 50 meter by 50 meter surface concentration of chert flakes and chunks located immediately west of the fence adjacent to Highway 101. Another prehistoric site, SLO-1783, estimated to be 100 meters south of SLO-753, was recorded in 1996. This latter site contained a highly localized subsurface concentration of 27 Monterey and Franciscan chert flakes immediately below the ground surface in an area measuring five meters by five meters. Both of these sites were destroyed as a result of construction activities associated with the Southland WWTF. The artifacts noted above were displaced as a result of these activities. No other intact cultural resources were observed in the WWTF site. However, it is recommended that cultural resources monitoring accompany any grading or earth disturbance at the WWTF site (see Section VI. Impacts and Mitigation Measures).

c. *Potentially Significant Unless Mitigation Incorporated.* Recently-conducted (2008 and 2009) walkover surveys of the project site did not uncover any evidence of significant historic resources. However, a significant amount of weathered shell fragments and a bone fragment were observed on the south side of Southland Street on a lot directly south of 641 Southland, approximately one-quarter mile west of South

Frontage Road. Several areas of soft sand at this location produced small fragments of Pismo and other clam species including Washington clam, Turban snail, non-native oyster and domestic animal bone. These shells have been determined to be a modern deposit and are not considered to be a significant cultural resource. However, the potential exists that historic resources may be unearthed during project grading and trenching. This potential impact to historic resources can be mitigated to a level of insignificance by requiring a qualified archaeologist or historian to examine any unearthed historic resources (see Section VI. Impacts and Mitigation Measures).

d. No Impact. The proposed project will not cause any physical changes which could affect unique ethnic cultural values.

e. No Impact. The proposed project will not restrict any existing religious or sacred uses.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XV.	RECREATION. Would the proposal:				
	a) Increase the demand for neighborhood or regional parks or other recreational facilities?	☐	☐	☐	☒
	b) Affect existing recreational opportunities?	☐	☐	☐	☒

Substantiation:

a. No Impact. The proposed trunk sewer replacement project will not directly generate any new population or housing thereby not generating demand for parks or other recreational facilities.

b. No Impact. The proposed trunk sewer replacement project will not directly generate any new population or housing thereby not impacting any existing recreational opportunities.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XVI.	MANDATORY FINDINGS OF SIGNIFICANCE.				
	a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or	☐	☐	☒	☐

animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				
b) Does the project have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects and the effects of probable future projects.)	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings either directly or indirectly?	☐	☐	☐	☒

Substantiation:

a. Less-Than-Significant Impact. Provided that all recommended mitigation measures are implemented, the proposed project would not have a substantial impact on biological or cultural resources.

b. Less-Than-Significant Impact. The proposed project involves the replacement of an existing 12-inch trunk sewer which runs along South Frontage Road from Division Street to the Southland Wastewater Treatment Facility with a 21 to 24-inch trunk sewer line. The proposed project will not generate or induce, either directly or indirectly, any development within the NCSD service area and is, therefore, considered to have less than significant impact regarding potential to induce substantial growth in the area.

c. No Impact. The proposed project is not expected to cause substantial adverse effects on human beings either directly or indirectly.

VI. IMPACTS AND MITIGATION MEASURES

The following impacts were identified within Section V. Environmental Evaluation of this Expanded Initial Study as a "Potentially Significant Impact Unless Mitigation Incorporated." These identified impacts are followed by mitigation measures which, if implemented, will reduce these potential impacts to a less than significant level.

Water (Checklist Item IV.b.)

The proposed project will result in short-term landform alteration during project construction and the disturbance of impervious surfaces and exposed soils which could potentially alter the amount and composition of surface runoff which may degrade downstream water quality.

Utilities (Checklist Item XII.e.)

The proposed project will result in short-term landform alteration during project construction and the disturbance of impervious surfaces and exposed soils which could potentially alter the amount and composition of surface runoff which may degrade downstream water quality.

Mitigation Measure

1. In compliance with the San Luis Obispo County Land Use Ordinance, the District shall prepare an Erosion and Sedimentation Control Plan outlining measures to address both temporary (i.e. site disturbance, stockpiling and construction activities) and final (post-construction) methods for stabilizing exposed soils, minimizing the potential for erosion and sedimentation as well as maintaining downstream water quality. These measures shall include, but may not be limited to:

a. Provisions for utilization of Best Management Practices (BMP's) to prevent the discharge of construction materials, contaminants, washings, concrete, fuels and oils including proper maintenance of construction vehicles and equipment, conducting vehicle or equipment fueling off-site or within bermed areas with an impervious surface, conducting any mixing or storage of concrete in contained areas, insuring that equipment washing is conducted off-site and removal of all refuse and excess material from the construction site as soon as possible.
b. The use, if necessary, of silt fencing, straw bales or sandbags in order to reduce the potential for erosion from disturbed soils and
c. Implementation of other methods for stabilizing disturbed soils and minimizing soil loss from the construction site.

Air Quality (Checklist Item V.a.)

Fugitive dust may be generated during grading required for the proposed project.

Mitigation Measures

2. The following fugitive dust mitigation measures shall be initiated at the start and maintained throughout the duration of the grading or construction activity:

a. Construction vehicle speed at the work site shall be limited to fifteen (15) miles per hour or less;
b. Prior to any ground disturbance, sufficient water must be applied to the area to be disturbed to prevent the generation of visible emissions;
c. Storage piles must be kept adequately wetted, treated with a chemical dust suppressant or covered when material is not being added to or removed from the pile;
d. Equipment must be washed down before moving from the project site onto a paved public road and
e. Visible track-out onto a paved public road must be cleaned using wet sweeping or a HEPA filter equipped vacuum device within twenty-four (24) hours.

Traffic/Circulation (Checklist Items VI.b. and VI.e.)

The proposed project may result in the temporary diversion of automobile traffic, pedestrians or bicyclists on South Frontage Road at the project entrance during grading and construction.

Mitigation Measure

3. All project construction sites occurring onto or adjacent to public roadways shall provide adequate signage, barriers and, if necessary, flagmen in order to insure safe diversion of vehicular traffic, bicyclists and/or pedestrians. These measures shall also insure continued access from adjacent properties to local roadways.

Biological Resources (Checklist Items VII.a.)

The proposed project has the potential to result in temporary impacts to sensitive wildlife species observed in areas adjacent to the Southland Wastewater Treatment Facility.

Mitigation Measures

4. Pre-construction surveys shall be conducted by a qualified biologist two weeks prior to the initiation of construction activities in areas south of Southland Street impacted by project construction, in order to identify the possible presence of the Coast horned lizard, Western spadefoot toad and the American badger. If these species or evidence of their habitation is observed, construction in these areas shall be avoided until the California Department of Fish and Game is contacted and an appropriate buffer zone is established or until the species is relocated.

5. A qualified biological monitor shall conduct a worker orientation program for all construction contractors (site supervisors, equipment operators and laborers) which emphasizes the potential for presence of special-status species within the project area, identification their habitat requirements and applicable regulatory policies and provisions regarding their protection and measures being implemented to avoid and/or minimize impacts.

Cultural Resources (Checklist Items XIV.a. and XIV.b.)

The proposed project may result in the excavation of paleontological and archaeological resources during project grading.

Mitigation Measure

6. Prehistoric cultural resource monitoring shall accompany construction trenching and excavation along the South Frontage Road, between Division Street and Story Street (Site SLO-1254) and within the WWTF. A Cultural Resource Monitoring Plan shall be developed and approved by the County of San Luis Obispo which will include project review, a pre-construction cultural resources workshop, Chumash involvement, networking with all involved members of the project and the production of a final monitoring report.

7. During any grading or excavation associated with the project, if any cultural materials are unearthed, work in that area shall be halted until all cultural materials can be examined by a qualified archaeologist, paleontologist or historian and appropriate recommendations made pursuant to County Land Use Ordinance Section 22.0.

VII. ENVIRONMENTAL DETERMINATION

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.	☐
I find that although the project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described in this document have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.	☒
I find that the project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.	☐
I find that the project MAY have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards and 2) has been addressed by mitigation measures based on an earlier analysis. If the effect is a potentially significant impact or potentially significant unless mitigated, an ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that need to be addressed.	☐
I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR, including project revisions or mitigation measures that are imposed upon the proposed project.	☐

Nipomo Community Services District:

_____ Date_____

Mr. Don Spagnolo
General Manager
Nipomo Community Services District

VIII. CERTIFICATION

I hereby affirm to the best of my knowledge, based on available information provided to me through specialist's technical reports, public documents and original research, analysis and assessments, the statements and information contained within this environmental document are true and correct to the degree of accuracy necessary for public disclosure purposes in accordance with Public Resources Code Section 21003, 21061 and 21100.

_____

Mr. Don Spagnolo
General Manager
Nipomo Community Services District