

E. AESTHETICS

1. Existing Conditions

The project area contains a variety of views and perspectives which reflect the diversity of land uses found from areas south of the Santa Maria River across the river into the Nipomo Mesa.

South of the Santa Maria River, views include existing residential areas in neighborhoods served by Blosser Road and Atlantic Place with Highway 101 and the Santa Maria River Bridge dominating views to the east (see Figure 24A, Existing Views). The river levee and adjacent eucalyptus tree row define views to the west of the southern boundary of the river. Beyond Blosser Road to the west is vacant open space. Views across the river channel from this vantage point include elevated benches within the riverbed containing sage scrub and riverine vegetation with the sandy streambed in the middle of the channel. Views from this location also include utility lines crossing the river, the bluffs which define the southern boundary of the Nipomo Mesa and rolling hills in the distance.

Immediately north of the Santa Maria River is another eucalyptus tree row running parallel to the northern river levee as well as a hillside bluff adjacent to Highway 101. Within this area, views are dominated by existing light industrial and commercial development. Further west, elevations rise to the top of the Nipomo Mesa. Views of areas near the edge of the bluff are defined by a eucalyptus tree row, vehicle and equipment storage areas and the Maria Vista residential tract. A majority of views adjacent to Joshua Street and Orchard Road south of Southland Street include agricultural fields, overhead transmission lines emanating from an existing P.G.&E. electrical substation and scattered residences with Highway 101 and rolling hillsides visible in the distance to the north (see Figure 24B, Existing Views).

Views in the areas adjacent to Orchard Road north of Southland Street and Southland Street between Orchard and South Frontage Roads involve more developed residential uses and undeveloped lots (see Figure 24C, Existing Views). South Frontage Road from Southland Street north to Tefft Street runs parallel and adjacent to Highway 101 and provides views of a variety of commercial uses and a residential tract. Darby Lane and South Oakglen Avenue are bordered by existing single family homes.

2. Thresholds of Significance

A significant aesthetic impact would occur if the proposed project alters the visual resource quality of the surrounding area in combination with the public sensitivity to the viewing location. For the purposes of this EIR, the project would be determined to have a significant negative aesthetic effect if it alters the visual resource quality of the surrounding area or if proposed structure extends above the highest horizon line of ridge-

FIGURE 24A
Existing Views



South of Santa Maria River
at Atlantic Street and Blosser Road



Santa Maria River Looking North
from Blosser Road

FIGURE 24B
Existing Views



Orchard Road and
Joshua Street



Orchard Road North
of Joshua Street

FIGURE 24C
Existing Views



Southland Street at
Orchard Road



Southland Street and
South Frontage Road

lines as seen from adjacent public roads or it substantially degrades the existing visual character or quality of the site or its surroundings. Obstruction or degradation of scenic views, obstruction of views from a scenic highway or heavily-traveled roadway or a substantial alteration of a unique environmental or man-made visual feature are also considered to be significant aesthetic impacts. Significant light and glare impacts are those that have the capacity of altering the visual resource quality of the project area or its surroundings.

3. Project Impacts

Impact E-1. *Project construction may result in the short-term alteration of views from adjacent areas.*

Construction activities associated with the proposed project involve the use of heavy equipment for underground horizontal directional drilling activities or other construction equipment including trucks, graders and bull dozers at various infrastructure sites. These construction activities will result in short-term impacts to views of these areas from surrounding vantage points. Temporary construction impacts will also result during site preparation and construction of proposed infrastructure facilities, primarily water storage facilities, booster stations and waterlines to be installed adjacent to several local roadways. Project construction is expected to commence with construction of facilities at the connection location at the intersection of West Taylor Street and Blosser Road and the pipeline extension along Blosser Road to the Santa Maria River levee which will require 124 to 140 days to complete. Construction involving the crossing of the Santa Maria River (including the installation of a waterline beneath the levee, a waterline extension north to the horizontal directional drilling site and the horizontal directional drilling operations are expected to required 280 to 300 days. Construction of the pump station and underground water storage tank on the Nipomo Mesa is expected to require 300 to 320 days with other NCS D distribution system improvements requiring 200 to 220 days. Several of these construction functions may occur simultaneously thereby reducing the overall longevity of these construction operations.

Construction activities, while considered usually obtrusive, are unable to employ mitigation measures such as those implemented after a project is constructed. While highly visible, impacts to views in surrounding areas are, due to their temporary nature, considered to be less than significant.

Impact E-2. *Project infrastructure facilities may degrade views from adjacent areas.*

Once the proposed pipeline is installed, the primary aesthetic impacts of the proposed project involve the proposed project facilities, primarily two pump stations, two underground water storage tanks and other infrastructure facilities.

In order to insure adequate pumping pressures, a maximum of two pump stations may be constructed. Pump Station No. 1, if determined to be necessary, will be located at one of two locations, both of which are south of the Santa Maria River adjacent to Blosser Road.

One potential location is approximately 600 feet north of the West Taylor Street/South Blosser Road intersection while the second possible site is located on the west side of Blosser Road at Atlantic Place (see Figure 4, Pipeline Route and Project Facilities.) During the initial project phase, a flow meter will be installed at the Pump Station No. 1 site in order to monitor the volume of water flows. The need for construction of a pump station at this location will be evaluated during subsequent project phases.

A second pump station, known as Pump Station No. 2, will be located on the north side of the river on the Nipomo Mesa adjacent to the underground water storage tank site in order to boost pressures as necessary to transport water into the NCSD water distribution system. This pump station will be constructed during the first phase of project construction with the potential for the installation of additional pumps at a later phase. Pumps will be housed within an enclosed booster station structure measuring approximately 1000 square feet (roughly 25 feet by 40 feet, subject to refinement during final design) and approximately ten feet in height. The structure will be designed to buffer operating noise from the pumping equipment and to fit architecturally with the surrounding area while also providing necessary security (see Figure 6, Typical Booster Station).

In order to provide adequate storage and accommodate anticipated waterline flows, one 0.5 million gallon underground water storage tank will be constructed at one of three possible locations on the Nipomo Mesa (noted as Locations 1, 2 and 3 on Figure 4, Pipeline Route and Project Facilities.) Since these water storage facilities will be placed underground, the primary design elements to be visible will be security, fencing, employee parking and security lighting. A second water storage tank may be constructed in Phase III.

In addition, a single pressure reducing station will be installed on the existing 12-inch waterline serving the recently-constructed Maria Vista residential development and four pressure reducing stations on Orchard Road, Southland Street, South Frontage Road and South Oakglen Avenue (see Figure 7, NCSD System Improvements).

While none of these facilities are considered to represent a major addition to the existing visual landscape of the area, several measures including the use of landscaped screening and proper color selection will result in potentially significant, but mitigable impacts.

Impact E-3. *Long-term project operations may result in the generation of light and glare into surrounding areas.*

Proposed project infrastructure facilities, primarily booster stations and security for the proposed water storage tank will require exterior lighting for security purposes. It is anticipated that such low-level lighting will remain on throughout the evening. While night lighting will be generated by these facilities, travelers on surrounding roadways as well as residents in adjacent areas will not be as sensitive to the presence of night lighting at these locations. This is due to the relatively low level of illumination proposed coupled with existing night lighting emanating from adjacent properties as well as light and glare from nearby roadways, particularly from lighting and traffic on Highway 101.

The extent of visual impacts associated with project lighting is highly dependent upon the type and design of lighting selected for the project. By specifying appropriate lighting fixtures and types of lighting to be utilized, potential light and glare generated by project facilities will result in potentially significant, but mitigable impacts.

4. Cumulative Impacts

There are several development projects under construction, approved or pending approval in the South County Inland Planning Area. All aesthetics-related project impacts are largely confined to the project site. The proposed project in combination with other cumulative projects in the area (see Section IV. B. Cumulative Projects) will represent an incremental contribution to the cumulative visual conditions in the area. However, given the nature of the areas surrounding the site and the mitigation of project impacts, cumulative impacts to visual resources due to the proposed project within the cumulative development scenario are not expected to be significant.

5. Mitigation Measures

The following measures address Impact E-2, potential degradation of views due to project infrastructure facilities.

- E-1:** Prior to project construction, a Landscape Screening Plan shall be prepared for the District which provides landscaped screening consisting of trees and/or shrubs adjacent to proposed booster stations *or any above ground storage facilities*. Trees or shrubs will be provided which will reach a six (6) feet surrounding booster stations without sacrificing safety considerations within two years of construction of these facilities.
- E-2:** Prior to project construction, a Landscape Maintenance Plan shall be prepared which provides a program for growing and maintaining the proposed vegetative screens so that they achieve the two-year growth plan for vegetation. The plan shall also identify the long range maintenance and vegetative replacement plan to insure that said screening will be maintained for 15 years, including replacement of any trees which may die.
- E-3:** Prior to project construction, a color board will be provided which identifies the exterior colors and materials to be utilized on proposed water storage tanks and booster stations. The colors and materials selected will involve muted tones which match or are comparable with the colors found in the surrounding areas.

The following measure addresses Impact E-3, the generation of light and glare due to long-term project operations.

E-4: Prior to project construction, an Exterior Lighting Plan shall be prepared for the District which indicates the height, location and intensity of all proposed exterior lighting. All light fixtures shall be shielded so that neither the lamp nor the reflective interior surface is visible from beyond 50 feet of project facilities. All light poles, fixtures and hoods shall be dark (non-reflective) colored. All exterior lighting sources shall be low-level adjusted so that light is directed downward. Security lighting shall be shielded so as not to create glare when viewed from adjacent properties with lighting heights no more than is absolutely necessary. All project lighting shall not be obtrusive to travelers along any adjacent roadways.

6. Residual Impacts

Mitigation Measures E-1 through E-3 will reduce potentially significant aesthetic impacts associated with views of project facilities to an insignificant level (Class II Impact). Mitigation Measure E-4 will reduce potentially significant visual impacts due to the generation of light and glare to an insignificant level (Class II Impact).

Potential impacts related to the visual impacts associated with project construction are considered to be less than significant (Class III Impact).

F. CULTURAL RESOURCES

The following analysis of cultural resources is based upon the “Results of Addendum Report of Archival Records Search and Phase One Archaeological Surface Survey for the Nipomo Community Services District Waterline Intertie, San Luis Obispo County and Santa Barbara County, CA” prepared by Gibson’s Archaeological Consulting dated June 11, 2008 (this analysis is an addendum to a similarly titled study dated June 11, 2005) and subsequent correspondence dated October 19, 2008 from Gibson’s Archaeological Consulting. Each of these documents are included in their entirety in Technical Appendix G of this document.

1. Existing Conditions

- ***Santa Maria Floodplain***

Modern stream flows in the Santa Maria River are contained by the levees built for the 1957-59 U.S. Army Corps of Engineers Santa Maria River Flood Control Project. However, prehistoric and historic floods inundated the entire Santa Maria Valley Plain as far south as Battles Road. Historic photographs show the intersection of Broadway and Church Street (one block south of Main Street) under over a foot of water during the 1905 and 1911 floods. A series of small dikes and levees were constructed during the twenties to hold the water. In 1924, falling water tables from agricultural withdrawals prompted the first water conservation surveys. After the 1937 flood, the Santa Maria Valley Water Conservation District was formed. County Supervisor T.A. “Cap” Twitchell, son of pioneer resident Fremont Twitchell, was a prime mover behind Northern Santa Barbara County dams until he passed away in 1955. The dam, built in 1957 on the Santa Maria River as part of the Army Corps Flood Control Project, was named after him.

The channel of the Santa Maria River is approximately one-third of a mile wide at the Suey Crossing and widens in the project area to approximately one mile in width (see Figure 25, Santa Maria River-Natural Channel and Historic Crossings and Figure 26, Santa Maria River-Modern Crossings). During low flows, the river typically occupies a small channel on the northern (Nipomo) side into which the river has eroded a bluff. However, during spring floods, the channel fills with flowing water. During past flood events, the channel overflows and mingles with rising ground waters to inundate the Santa Maria Valley with a broad sheet of relatively slow moving shallow water in which suspended sediment falls out and is deposited onto the floodplain, commonly leaving a foot or thicker layer of mud and sand behind, as in 1905 and 1911. In these floodplain areas, Sorrento series soils have formed in the sandy sediment. Santa Maria is built on top of the Sorrento terrace. In the channel area, however, the riverbed is composed of noncohesive material and is modified into various bedforms by the energy of the flow. Large amounts of sediment are transported downstream in suspension in the fast moving waters, as saltating grains stirred up from the riverbed or as shifting bedforms such as sand ripples and bars of the river bottom. During floods, the amount of sediment transported in stream channels increases by several times. Large sediment loads in the

FIGURE 25
 Santa Maria River – Natural Channel and Historic Crossings

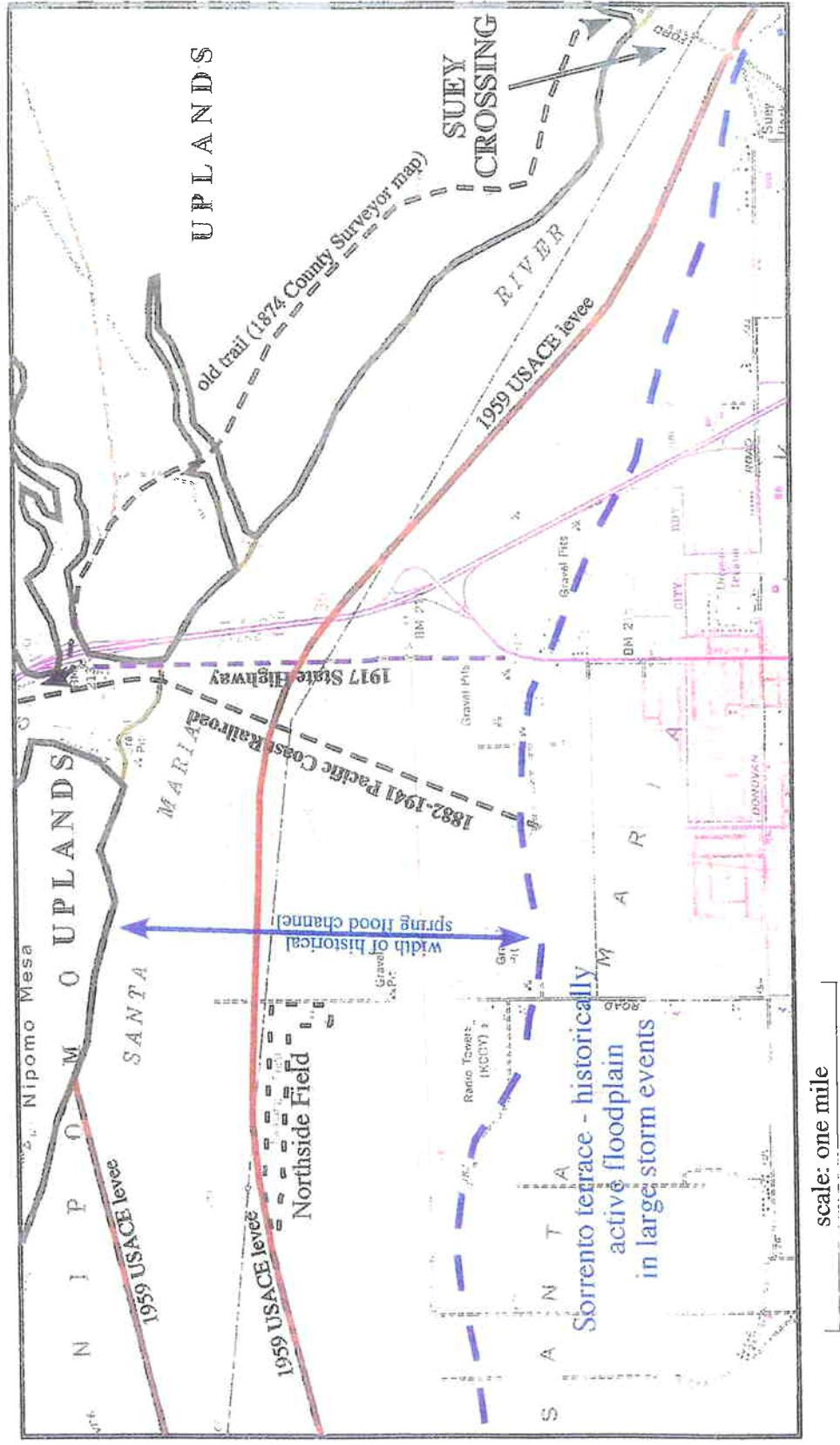
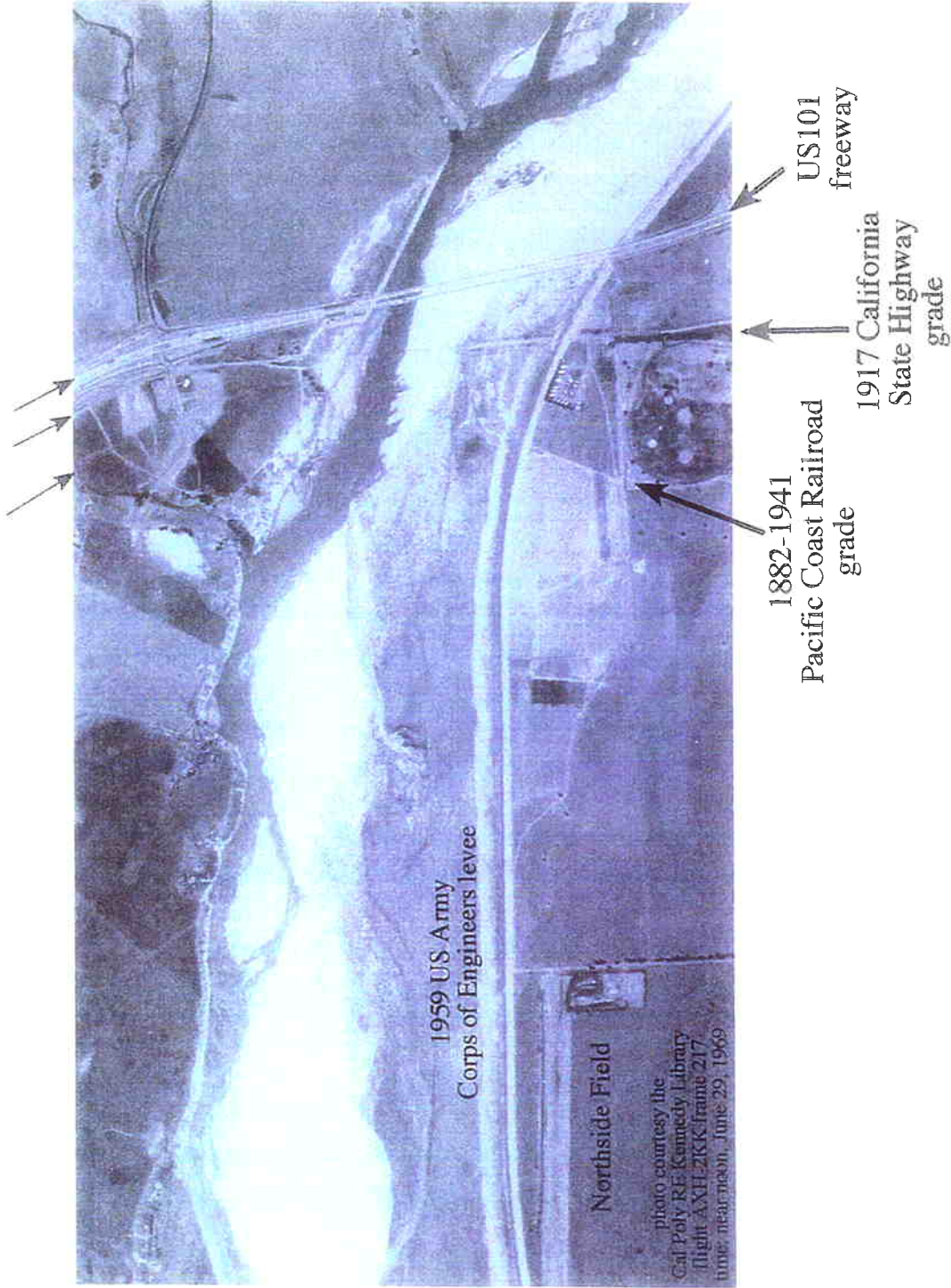


FIGURE 26
 Santa Maria River – Modern Crossings



strong currents create scour and can have a tremendous pull on resisting objects such as trees, animals and structures. Objects caught in the flow can be carried downstream large distances, or become trapped by shifting bars and rapidly buried. After floods, during strong spring and early summer winds, open areas of sand are eroded by wind and the sand re-deposited into deposits of sand sheets and small dunes, further burying objects in the channel during the dry season. Although useful as hunting and gathering areas during quiet periods, river channels are generally avoided as permanent occupation sites due to their destructive power during floods. Any seasonal uses of the areas along the floodplain are typically covered or eroded during flooding.

- *Chumash History*

This project area lies within the territory historically occupied by the Obispeño Chumash, the northernmost of the Chumashian speaking peoples of California. Archaeological evidence has revealed that the ancestors of the Obispeño settled in northern Santa Barbara County and San Luis Obispo County more than 9,000 years ago.

Following an annual cycle of hunting, fishing, fowling and harvesting, the Chumash adapted to changing environmental and social conditions and grew into a large complex society that remains today. Aboriginal society underwent major changes soon after Spanish contact in 1769, primarily due to the introduction of epidemic European diseases and the consequent high mortality rate.

The name Nipomo was reported as the Purisimeño Chumash word, anipomo, meaning "promontory." A cemetery and village were located approximately 1 ½ miles north of the Dana ranch site (Site SLO-141). No mention is made in the San Luis Obispo Mission books of the Chumash village of Nipomo, however, the village of Laxicto has a marriage network and baptismal pattern that suggests it is same as the village of Nipomo. A total of 38 people from the Nipomo area were baptized at San Luis Obispo Mission and 14 people were baptized at La Purisima Mission between A.D. 1781 and A.D. 1802. The paramount chief of the northern Chumash was called by the Spanish El Buchon. His main village was in Avila Beach. The entire Buchon family were high status members in Chumash society.

The Nipomo area contains more square meters of light density cultural deposits than any other area in southern San Luis Obispo County. This can be partly due to the large number of surface surveys conducted in the area associated with several water and roadway projects. This proliferation of resources may also be due to the fact that the cultural deposits in the area are more dispersed on relative flat sandy terraces, all near water. Surveys conducted on the south, west and north sides of Nipomo Mesa have recorded many archaeological sites along the edges of the mesa but very few in the interior.

West of the mesa are a number of fresh water lakes and a series of low sand dunes adjacent to the beach. A number of small seasonal sites have been recorded in the dunes west and southwest of Nipomo Mesa. They usually contain sparse to low density of

Pismo clam shells and chert flakes with rare tools and burnt rock. Surface surveys of Guadalupe Oil Fields just north of the Santa Maria River in southern San Luis Obispo County have provided information on these seasonal sites. The antiquity of these sites ranges between about A.D. 625 and A.D. 1085.

Surface surveys have been more limited south of the Santa Maria River in northern Santa Barbara County. A number of surface surveys conducted within one mile south of the river along the Highway 101 corridor have not recorded any prehistoric sites. This is probably due to the seasonal flooding of historic and prehistoric sites in the river.

- ***Historical Background***

The railroads came to the Santa Maria area over 120 years ago coincident with the rapid changes of the late nineteenth century. This historic era produced many of the fundamental qualities of life found in California today. Railroads, their depots, stations and sidings were often the focus of much of the historical development during these times and provided feasible long-range transportation to the ranch families and early townspeople of the area. The importance of railroads in the growth of early American culture in California cannot be understated. Railroads opened up new areas to be developed by providing a reasonably priced and quick method of moving products to market.

The Pacific Coast Railway grew from its predecessor horse railroad at Port Harford in 1873 to become central California's premier narrow gauge line. The Pacific Coast Railway can claim to be the first narrow gauge railroad in California. The railroad was also featured in many early movies. Fatty Arbuckle made a picture in the early 1920's; the line starred again in the 1927 "Black Beauty" and in one of the early "talkies", the "Virginian." Universal Film's 1935 "Diamond Jim Brady" included a spectacular crash.

Operations for construction commenced in 1876 as the line was completed from Port Harford to San Luis Obispo. Tracklayers pushed south from Arroyo Grande in March, 1882 reaching Santa Maria (then Central City) on April 22, 1882 and Los Alamos in October of 1882. The line was built by Chinese laborers hired through Ah Louis of San Luis Obispo. Final new construction, the Palmer branch, was completed in 1913. Peak revenues were reached in 1916. By 1929, the railroad was in decline. Passenger service ended in 1937; the railroad was abandoned and salvaged in 1941-42.

In April, 1882, the mile long crossing of the Santa Maria River was accomplished by temporary rock fill placed over drain pipes, providing an operating railbed and allowing the opening of the line to Santa Maria on April 22nd of that year. Soon thereafter, the wooden mile-long trestle was constructed and placed in operation on the main rail alignment (see Figure 26, Santa Maria River-Modern Crossings). The trestle was partially washed away or damaged, needing rebuilding, by floods in 1890, 1911 and 1938.

Before the modern settlement of Santa Maria Valley, trails connecting early ranches were turned into primitive roads by the passage of boots, horses and wagons. The Spanish El Camino Real, running between missions, ran west of the valley closer to the current alignment of Highway 1. Another trail of the early nineteenth century led south from San Luis Obispo roughly following the current alignment of Highway 101. This trail passed Dana's Adobe (Nipomo), then headed down Nipomo Creek and along the top of the river bluffs to a crossing of the Santa Maria River at Suey Canyon before heading up Foxen Canyon (and Foxen's Ranch) to the Santa Ynez Valley. The Suey Crossing takes advantage of the narrowest (at about a third of a mile) portion of the Santa Maria Riverbed.

Mail service, on horseback between Santa Barbara and San Luis Obispo, began using this route in 1855. In 1869, the original lumber to build the first buildings at Santa Maria (pioneers called it Four Corners, then Grangeville; the name changed to Central City when lots were laid out in 1874 and in 1882 to Santa Maria) came from Port Harford over this road. Later, beginning in 1862, stages used the old road between Dana's Adobe and Ballard.

The early twentieth century brought the automobile. A civic group important towards securing public funds for roads was the El Camino Real Association formed in 1902-04, an outgrowth of the "Good Roads" movement active at the turn-of-the-century. In 1910, Californians passed the State Highways Act and later the Chandler Act that led to the creation of the State Highways Commission in 1911. A second Highways Act of 1916 passed with additional financing with Federal funds becoming available after 1920. The commission selected a new north-south coastal county route, part of State Highway 2 (future US 101). It ran from the Santa Ynez Valley by way of Los Alamos Valley over the divide to Orcutt and up Broadway, the main north-south route through Santa Maria, straight across the Santa Maria River to the mouth of Nipomo Creek and then to Nipomo and beyond. This route was completed through Santa Barbara and San Luis Obispo Counties by 1918.

California was a leader in early road construction; the new state highway system was one of the first in the nation. Paving of the road between Nipomo and Orcutt occurred in 1914 through 1917 using the first California standard highway design of 60 feet wide right-of-way with 4-inch-thick-15-foot-wide concrete roadways and 3 feet wide oiled shoulders. By contrast, Broadway was designed by the pioneers as a wide thoroughfare where six-and-eight-horse teams could turn around.

The new County-built Santa Maria River crossing, connecting the north end of Broadway with Nipomo, crossed a sandy channel approximately one mile in width using a series of steel trusses on concrete piles with an additional concrete trestle and earthwork approach on the Santa Maria side (see Figure 26, Santa Maria River-Modern Crossings). By 1924, over 5,000 vehicle trips a day were being made on the highway (2,828 northbound and 2,833 southbound). Vehicle trip totals of over 10,000 a day were reached by the early thirties (these levels are comparable to hourly traffic levels today). The new California

highways were designed for speeds of 15 to 30 miles per hour; 30 mph was the posted speed limit.

Major improvements to the original paved highway made by the State included construction of a concrete girder bridge at the Santa Maria River crossing in 1926 on the same alignment as the original bridge, in 1929-1930 when the road was upgraded with wider lanes and shoulders and repaving in 1938. Surveyors in 1937 first explored the Solomon Grade route used by the current Highway 101 and Santa Maria River crossing which was constructed in the mid to late fifties.

Little is known about the small airfield located south of the Santa Maria River and west of Blosser Road. The airfield did not appear in the 1937 photo (see Figure 27, Historic Photographs of Santa Maria River), but appears in photos from the sixties. Although historic information from the 1940-50's is currently lacking, the airfield was likely constructed in this period. Its single runway is approximately 3,500 feet long and 30 feet wide, a size useful for small aircraft or as an emergency field. Although it may have been constructed as an auxiliary landing field for training aircraft (e.g., Stearman biplanes) out of Hancock Airfield (Santa Maria Airport today), most World War II-era military strips are longer (4,500-6,000+ feet) to accommodate powerful fighter planes such as the P40 and P38 squadrons located at Santa Maria during the war. Also, its location in the river channel is unusual for any Army engineers. The existing tin-metal hangar buildings appear to be a light mid-twentieth century commercial architecture type of airfield structures. These elements suggest that Northside Airfield is a small agricultural field used primarily by small, highly maneuverable crop-dusting aircraft and probably operated in the fifties. The end of the runway was cut by construction of the river levees in 1959. The airfield has fallen into apparent disuse as evidenced by crumbling of the asphalt runway which has been overgrown with coyote bush. However, the hangar structures appear to be still in use as warehouses or offices.

- *Survey Results*

An archival records search for the project area and a ¼ mile area around it was made with the Central Coast Archaeological Information Center located at the University of California, Santa Barbara. The Central Coast Information Center is the official repository and clearinghouse for all archaeological information for San Luis Obispo County. The archival search yielded information on previously surveyed tracts within or near the project area, the intensity of previous survey efforts, the previously recorded properties within or near the project area, the characteristics of previously recorded properties and the dates of previous surveys and excavation programs, technical reports and authors. The records search included the inventories for the State Historic Property Data Files, National Register of Historic Places, National Register of Determined Eligible Properties, California Historical Landmarks, California Points of Historic Interest, California Office of Historic Preservation Archaeological Determinations of Eligibility and Caltrans State and Local Bridge Surveys. Within the ¼ mile search area, a total of 80 cultural resource surveys have been conducted and eight archaeological sites have been recorded. Two pre-

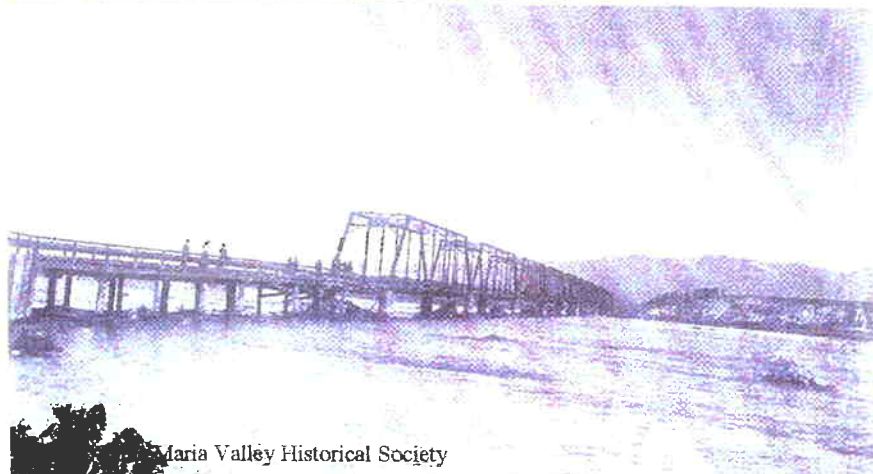
FIGURE 27
Historic Photographs of Santa Maria River



Pacific Coast Railroad trestle in 1907 flood from Santa Maria bank (NCSD study area under water).

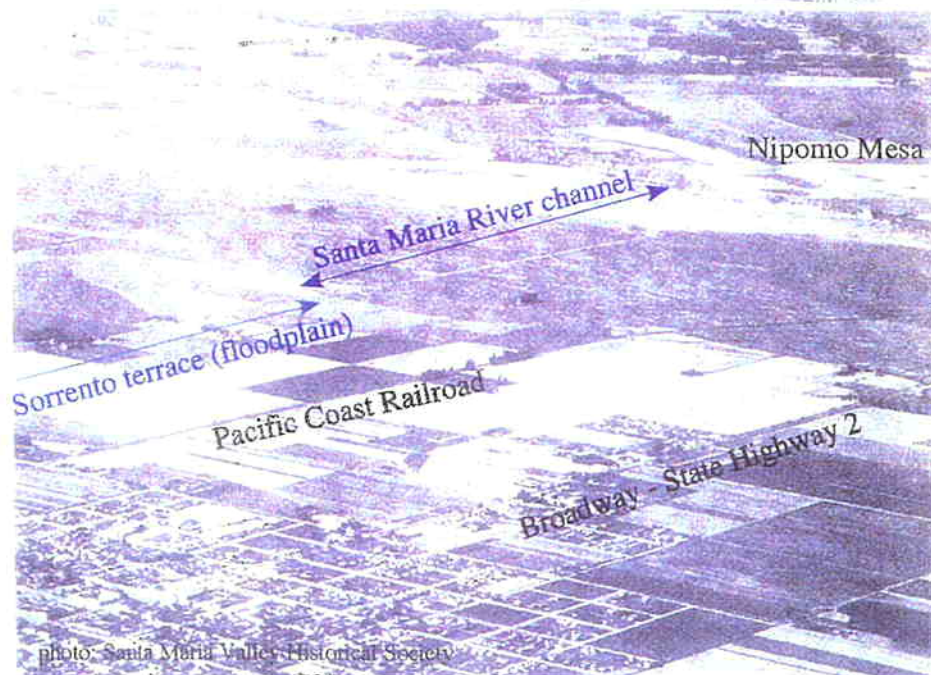


photo: Santa Maria Valley Historical Society



Original highway bridge during flood (unknown year) from Santa Maria bank (NCSD study area under water).

photo: Santa Maria Valley Historical Society



Santa Maria River Crossing area in 1937 (pre levee)

photo: Santa Maria Valley Historical Society

NCSD Waterline Intertie EIR

historic sites, SLO-808 and SLO-1254 were recorded adjacent to the pavement of South Frontage Road near the northern end of the proposed project. A third prehistoric site, SLO-1394, was recorded southeast of the intersection of Tefft Street and Highway 101.

- ***Prehistoric Site SLO-808***

First recorded in 1977, the SLO-808 site is located south of Tefft Street and west of Highway 101. The site is located on a vacant lot bounded on the north by Hill Street and west of South Frontage Road. This site originally measured 85 meters by 35 meters (0.66 acres) and consisted of a light surface density of chert flakes and tools with pebbles and cobbles. Most of this cultural deposit was destroyed by unauthorized grading that was conducted in 1980 or 1981. Much of the cultural deposit on a low knoll was graded to the north and east and is likely incorporated into a lower fill area in order to level the parcel for future development. After the illegal grading and destruction, a subsequent survey of the parcel observed;

“chert flakes of varying sizes and colors scattered over most of the parcel with heavier concentration of lithic artifacts in the northwestern and southeastern corners including two bifacially flaked pieces (possibly knives or projectile points). The site was possibly a special purpose site, and may be part of a larger complex of sites whose center may have been the historic Chumash village of Nipomo.”

Subsequent surveys of SLO-808 were conducted in 1990, 1991, 1995 and 1999. As a result of these surveys, the distribution of artifacts was enlarged to 240 meters by 100 meters (5.29 acres) with much of the extension in the direction of Tefft Street. While the original distribution of this site is unknown, it is possible that intact or displaced prehistoric cultural materials from SLO-808 are present beneath the South Frontage Road between Tefft Street and Grande Avenue.

- ***Prehistoric Site SLO-1254***

This prehistoric site was first recorded in 1987 and is located on a five acre parcel southwest of the corner of Division Street and the South Frontage Road. The 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 the 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 1987 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.

- ***Prehistoric Site SLO-1394***

The archival records check reported an archaeological site, SLO-1394, located southeast of the intersection of Tefft Street and Highway 101. This site is located on a vacant lot and consists of a scatter of Pismo clam shells.

In recent years, a total of at least 19 prehistoric sites have been identified in the general area around the town of Nipomo. Eleven of the sites contain Monterey chert, flakes and tools with two acres east of Nipomo Creek containing isolated stone artifacts.

The extent of the surface walkover surveys of the project area were based upon the locations of the proposed project facilities, including pipeline routes, connection points, storage tank sites, booster stations and staging areas necessary for pipeline installation on both the north and south sides of the Santa Maria River.

- ***Pipeline Corridor along Blosser Road from Taylor Street to Santa Maria River***

This section of the pipeline corridor is approximately 4,000 feet long and is located between West Taylor Street on the south and the Santa Maria River levee. Pavement, sidewalks and a deep concrete drainage ditch are on the east side of Blosser Road and agricultural fields are on the west side (see Figure 28A, Survey Location Site Photographs, Photos 1 and 2).

Native soils were a loose sandy loam with various sized gravels which indicate a very high alluvial deposition. This confirms the floods in the area. Although modern stream flows are contained in levees built between 1957 and 1959 for the Santa Maria Flood Control project, prehistoric and historic floods inundated the entire Santa Maria Valley plain as far south as Battles Road. No cultural materials were observed in this section.

- ***Proposed Pump Station 1, Site No. 1.***

This area is located west of Blosser Road and south of the river levee. It consists of flat alluvial deposits and grades to the south into agricultural fields. South of the levee fence is some evidence of the North Side Air Field. Its single runway is about 3,500 feet long by 30 feet wide and was probably used for small aircraft or for an emergency landing field. Currently thin layers of asphalt and oil are visible along the airfield runway. The building and runway are south and outside any area proposed for direct impacts (see Figure 28B, Survey Location Site Photographs, Photo 3).

FIGURE 28A
Survey Location Site Photographs



Photo 1: Blosser Road near West Taylor Street
along Pipeline Route



Photo 2: Blosser Road near West Taylor Street
Pump Station No. 1, Site 2

FIGURE 28B
Survey Location Site Photographs



Photo 3: Blosser Road at Atlantic Street
Pump Station No. 1, Site 1



Photo 4: Blosser Road looking South
Pump Station No. 1, Site 2

This survey area did not contain any prehistoric or significant historic cultural materials. Based on the geomorphological analysis and historic archival research, the entire Pump Station 1, Site 1 is within areas that prehistorically would have been seasonally flooded. No cultural materials were observed at this location.

- ***Proposed Pump Station 1, Site No. 2.***

This area is located west of Blosser Road and is flat with a cover of weeds and brush. This area contains an abandoned communication building and tower that is surrounded by agricultural fields (see Figure 28B, Survey Site Photographs, Photo 4). Modern debris litters the area but no prehistoric or significant historic cultural materials were observed.

Based on the geomorphological analysis and historic archival research, the entire Pump Station 1, Site 2 is within areas that prehistorically would have been seasonally flooded. No cultural materials were observed at this location.

- ***Proposed Southern Pipe Laydown Area***

This area is located on the south side of the Santa Maria River between the levee and West Taylor Street. It is an area estimated to be only 30 feet wide and approximately 2,600 feet long. The main area along the levee is completely graded and contains only alluvial gravels with light cover of weeds, grasses and shrubs. The area along Blosser Road on the east side of the pavement is completely developed with residential areas, streets and a large water basin. The west side of Blosser Road is in agricultural fields or open space. At the northern end are buildings associated with the North Side Air Field as described above.

Based on the geomorphological analysis and historic archival research, the entire pipeline laydown alignment, work areas and tie-in points are within areas that prehistorically would have been seasonally flooded. This survey area did not contain prehistoric or significant historic cultural materials.

- ***Direct Drill Pipeline Route Across the Santa Maria River***

The bore pits for the prior project proposal were originally surveyed in 2005 when no cultural resources had been recorded. None were found during the current survey.

- ***Pipeline Corridor From Proposed Northern Pipe Laydown Area to Proposed Pump Station No. 2/Water Storage Tank Site***

The two pipeline routes in this area traverse agricultural fields operated by Linda Vista Farms southwest of the intersection of Orchard Road and Joshua Street where no cultural resources were recorded. None were found during the current survey.

- ***Proposed Pump Station No. 2/ Water Storage Tank Site No. 1.***

Located just south of Joshua Street and Orchard Road, this pump station/water storage tank location was originally surveyed in 2005 (see Figure 28C, Survey Location Site Photographs, Photo 5). The area included a dirt access road adjacent to agricultural fields. No prehistoric or significant historic cultural materials were observed in 2005. No cultural materials were observed during the current examination of this area.

- ***Proposed Pump Station No.2/Water Storage Tank Site No. 2***

This proposed pump station/water storage tank location is northwest of Joshua Street and was originally surveyed in 2005. It is an undisturbed landform consisting of gentle south sloping terrace with grasses and extensive rodent activity. Currently most of the area is in agricultural fields. The 2005 survey area did not observe any prehistoric or significant historic cultural materials. No cultural materials were observed during the current examination of this area.

- ***Proposed Pump Station No.2/Water Storage Tank Site No. 3***

This proposed pump station/water storage tank site is also the location of the HDD Laydown area (see Figure 28C, Survey Location Site Photographs, Photo 6). An area approximately 300 feet by 300 feet was examined. It is located on the north terrace edge of the Nipomo Mesa overlooking the Santa Maria River. Currently the area is planted in strawberries. No cultural materials were observed during the current examination of this area.

- ***Pipeline Corridor along Orchard Road from Joshua Street to Southland Street***

This area was originally surveyed in 2005 and consists mostly of agricultural fields bordered by single-family residences on various sized lots, eucalyptus trees, shrubs, weeds and fences. The topography is flat to gently rolling terraces with sandy soil and small gravels. No cultural materials were observed in 2005 and none were observed during the current surveys.

- ***Pipeline Corridor along Southland Street from South Frontage Road to Orchard Road***

The section along Southland Street from Frontage Road to Orchard Road is bordered by vacant lots and residential development. Numerous Pismo Clam fragments were identified on the south side of Southland Street. Both landscaping and natural weed and grasses were present on both sides. Much of the road shoulder is compact sandy soil, however, several areas of soft sand produced a limited number of small fragments of Pismo and other clam species. A vacant lot located across the street from 641 Southland Street was observed to have significant amount of shell covering the unpaved driveway, including Pismo Clam, Washington Clam, Turban Snail, non-native Oyster and

FIGURE 28C
Survey Location Site Photographs



Photo 5: Edge of Nipomo Mesa looking North
Water Storage Tank Site 3 and
HDD Laydown Area



Photo 6: Nipomo Mesa looking East toward Orchard Avenue
Water Storage Tank Site 1