

**Initial Study/Mitigated Negative Declaration  
for the proposed  
Cayucos Forest Fire Station Replacement Project  
San Luis Obispo County, California  
State Clearinghouse Number 2011081040**



prepared by:

The California Department of Forestry and Fire Protection (CAL FIRE)  
The Lead Agency Pursuant to Section 21082.1 of the  
California Environmental Quality Act (CEQA)

CAL FIRE's Resource Management Program – Room #1516-37  
P.O. Box 944246  
Sacramento, CA 94244-2460  
(916) 653-0839

**August 5, 2011**

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## MITIGATED NEGATIVE DECLARATION

### Introduction and Regulatory Context

#### Stage of CEQA Document Development

- Administrative Draft.** This CEQA document is in preparation by California Department of Forestry and Fire Protection (CAL FIRE) staff.
- Public Document.** This completed CEQA document has been filed by CAL FIRE at the State Clearinghouse on August 12, 2011, and is being circulated for a 30-day agency and public review period. The public review period ends on September 12, 2011. Instructions for submitting written comments are provided on pages 5-6 of this document.
- Final CEQA Document.** This Final CEQA document contains the changes made by the Department following consideration of comments received during the public and agency review period. The changes are displayed in strike-out text for deletions and underlined text for insertions. The CEQA administrative record supporting this document is on file, and available for review, at CAL FIRE's Sacramento Headquarters which is located in the Natural Resources Building, 1416 Ninth Street, Room #1516-37 on the 15<sup>th</sup> Floor, Sacramento, California.

#### Introduction

This Initial Study/Mitigated Negative Declaration (IS/MND<sup>1</sup>) describes the environmental impact analysis conducted for the proposed Cayucos Forest Fire Station (CFFS) Replacement project. This document was prepared by California Department of Forestry and Fire Protection (CAL FIRE) staff utilizing information gathered from a number of sources including research and field review of the proposed project area and consultation with environmental planners and other experts on staff at other public agencies. Pursuant to Section 21082.1 of the California Environmental Quality Act (CEQA), the Lead Agency, CAL FIRE, has prepared, reviewed, and analyzed the IS/MND and declares that the statements made in this document reflect CAL FIRE's independent judgment as Lead Agency pursuant to CEQA. CAL FIRE further finds that the proposed project, which includes revised activities and mitigation measures designed to minimize environmental impacts, will not result in significant adverse effects on the environment.

#### Regulatory Guidance

This IS/MND has been prepared by CAL FIRE to evaluate potential environmental effects which could result following approval and implementation of the proposed CFFS Replacement project. The proposed project is located approximately 19 miles northwest of San Luis Obispo and 6 miles north of Morro Bay in San Luis Obispo County, California. This document has been prepared in accordance with current CEQA Statutes (Public Resources Code [PRC] §21000 *et seq.*) and CEQA Guidelines (California Code of Regulations [CCR] §15000 *et seq.*).

An Initial Study (IS) is prepared by a lead agency to determine if a project may have a significant effect on the environment (14 CCR § 15063[a]), and thus, to determine the appropriate environmental document. In accordance with CEQA Guidelines §15070, a "public agency shall prepare ... a proposed

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<sup>1</sup> A list and definition of the acronyms and symbols used in this CEQA document is presented on pages 85-86.

negative declaration or mitigated negative declaration ... when: (a) The Initial Study shows that there is no substantial evidence ... that the project may have a significant impact upon the environment, or (b) The Initial Study identifies potentially significant effects but revisions to the project plans or proposal are agreed to by the applicant and such revisions will reduce potentially significant effects to a less than significant level.” In this circumstance, the lead agency prepares a written statement describing its reasons for concluding that the proposed project will not have a significant effect on the environment and, therefore, does not require the preparation of an Environmental Impact Report (EIR). This IS/MND conforms to these requirements and to the content requirements of CEQA Guidelines Section 15071.

### **Purpose of the Initial Study**

CAL FIRE has primary authority for carrying out the proposed project and is the lead agency under CEQA. The purpose of this IS/MND is to present to the public and reviewing agencies the environmental consequences of implementing the proposed project and describe the adjustments made to the project to avoid significant environmental effects or reduce them to a less than significant level. This disclosure document is being made available to the public, and reviewing agencies, for review and comment. The IS/MND is being circulated for public and agency review and comment for a review period of 30 days as indicated on the *Notice of Intent to Adopt a Mitigated Negative Declaration* (NOI). The 30-day public review period for this project begins on August 12, 2011 and ends on September 12, 2011.

The requirements for providing an NOI are found in CEQA Guidelines §15072. These guidelines require CAL FIRE to mail the NOI to the last known name and address of all organizations and individuals who have previously requested such notice in writing. No organizations or individuals have made such a request in writing. In addition, the lead agency is required to notify the general public by utilizing at least one of the following three procedures:

- §15072(b)(1) Publication at least one time in a newspaper of general circulation in the area affected by the proposed project. If more than one area is affected, the notice shall be published in the newspaper of largest circulation in those areas, or
- §15072(b)(2) Posting the NOI on and off site in the area where the project is to be located, or
- §15072(b)(3) Direct mailing to the owners and occupants of property contiguous to the project. Owners of such property shall be identified as shown on the latest equalized assessment roll.

CAL FIRE has elected to utilize the first two of the three notification options. An electronic version of the NOI was published in *San Luis Obispo Tribune* (newspaper) on August 12, 2011. It appeared in the Legal Notices Section within the Classified Section and is also available on the on-line version of this newspaper at: <http://www.sanluisobispo.com/classified-ads/ad/1543006>

The NOI was posted at four prominent locations on and off site in the area where the project is located for the entire 30-day public review period. The four locations where the NOI was posted during the 30-day public review period are:

1. At the building marked “Office” within the Cayucos Forest Fire Station compound (located at Highway 1 and Chaney at the southern edge of Cayucos) where it is prominently in view by any person visiting the station.

2. At the Cayucos Library located at 301 B Street in Cayucos, CA. It was posted inside the library, near the front door, at the information counter.
3. At the public greeting counter at the headquarters office of CAL FIRE/ San Luis Obispo County Fire Department located at 635 North Santa Rosa, San Luis Obispo, CA 93405.
4. At the San Luis Obispo County Clerk/Recorder's Office located at 1055 Monterey Street, Room D 120, in San Luis Obispo, CA.

A complete copy of this CEQA document and the NOI were made available for review by any member of the public requesting to see it at Locations #1, #2 and #3 listed above.

Electronic versions of the NOI and the CEQA document were also made available for review for the entire 30-day review period through their posting on the following public agency web site:

CAL FIRE's Internet Web Site:

[http://www.fire.ca.gov/resource\\_mgt/resource\\_mgt\\_EPRP\\_PublicNotice.php](http://www.fire.ca.gov/resource_mgt/resource_mgt_EPRP_PublicNotice.php)

If submitted prior to the close of public comment period, views and comments are welcomed from reviewing agencies or any member of the public on how the proposed project may affect the environment. Written comments must be postmarked or submitted on or prior to the date the public review period will close (as indicated on the NOI) for CAL FIRE's consideration. Written comments may also be submitted via email (using the email address which appears below) but comments sent via email must also be received on or prior to the close of the 30-day public comment period. Comments should be addressed to:

Dan Foster, Senior Environmental Planner  
California Department of Forestry and Fire Protection  
Resource Management – Environmental Protection Program  
P.O. Box 944246  
Sacramento, CA 94244-2460  
Phone: (916) 653-0839  
Email: [sacramentopubliccomment2@fire.ca.gov](mailto:sacramentopubliccomment2@fire.ca.gov)

After comments are received from the public and reviewing agencies, CAL FIRE will consider those comments and may (1) adopt the Mitigated Negative Declaration and approve the proposed project; (2) undertake additional environmental studies; or (3) abandon the project. If the project is approved and funded, CAL FIRE could design and construct all or part of the project.

## **Project Description and Environmental Setting**

### **Project Location**

The CAL FIRE CFFS is a single-engine forest fire station located on approximately 3.6 acres of State of California owned property, east of and adjacent to State Highway 1, at the southern end of the unincorporated community of Cayucos in San Luis Obispo County, California (see Figure 1). The proposed project area is situated within Assessor's parcel 073-092-023 in an unsurveyed portion of T29S, R10E, Mount Diablo Base Meridian (MDBM), on the *Cayucos, CA* and *Morro Bay, North, CA*; USGS

7.5 minute topographic maps (see Figure 1). The proposed project area includes the area occupied by the existing Cayucos FFS and its immediately surrounding areas (see Figure 2).

## **Background and Need for the Project**

CFFS was first established in 1964 as a single-engine station. Two to four personnel live and work at this facility year around. Presently there are three buildings and structures located on the site. These include an apparatus building, office/barracks, and gas house near the fueling station. The current station has several deficiencies which have facilitated the need to modernize the facility. The facility is old, has weather related problems from the marine environment, lacks security, and does not meet current health and safety or building codes. The facility does not currently meet Essential Services Seismic Act standards and must be upgraded so it does meet those standards.

CFFS is one of the most unique fire stations in the state of California, with panoramic views of the Pacific Ocean. The on-duty crew is responsible for a unique and varying response area, including cliffs in Montana de Oro State Park, ocean rescues from Morro Bay to Cambria, vehicle accidents, fires, medical and hazardous materials incidents. The CFFS is ideally located for emergencies along this popular stretch of Highway 1, ensuring both citizens and visitors safely enjoy the area.

CFFS is staffed 24 hours a day with a minimum of one Fire Captain and one Firefighter I always on duty. During peak staffing, CFFS is staffed by a crew of four persons. During the “non” fire-season months (usually mid-October to mid-May), the Cayucos Fire Protection District pays for staffing at the CFFS, ensuring staffed fire protection year-round to the citizens of Cayucos. The CFFS crew is responsible for the training and administration of Morro-Toro Station 14 Paid-Call-Firefighter’s, located east of Cayucos along Highway 41.

There have been some structural improvements such as placement of a new roof on the barracks building since the facility was first constructed but the main issue with this facility is its general decline due to its age. The structures themselves are in fair condition. The most significant problems necessitating this replacement are with the existing electrical, plumbing, sewer systems which are woefully out of date. The paved areas are also in poor condition and need to be replaced. The new facility will include an improved drainage system which will result in environmental benefits.

## **Project Objectives**

The objective of the project is to continue to provide fire protection and emergency-response services in the CFFS Initial Response Area (IRA) by constructing a new and updated facility at the existing fire station site.

In accordance with the CAL FIRE Strategic Plan (1997), specific objectives include:

- Obtain and maintain high quality fire-fighting equipment, apparatus, and facilities to respond to California’s changing fire protection needs; and
- Improve CAL FIRE’s ability to meet peak demand and emergency incident workload through enhancement of the statewide fire protection system.

## **Project Start Date**

CAL FIRE is unable to accurately disclose when actual construction of this project might begin. The earliest start date will be sometime during the year 2012 after the completion of the CEQA process, followed by completion of Working Drawings which will take approximately one year to complete. The

actual start will take place when project funding has been secured and all construction contracts have been put in place. It is possible this project could be further delayed pending resolution of issues related to funding. CAL FIRE will carefully re-assess the CEQA document just prior to construction to determine if any additional environmental review actions may be required to ensure compliance with all environmental requirements in place at that time.

## **Project Description**

The proposed project involves the replacement of the existing CAL FIRE single-engine FFS. The existing facility will be demolished and a new station facility will be constructed on approximately the same 3.6-acre site. Building and structure footprints will be altered and small areas adjacent to the existing facility will receive new improvements (see Figures 4-8). Pending final design, the new buildings will be as depicted in Figures, 4, 5, 7, and 9 through 16.

The State will retain contractors to carry-out demolition of the buildings and facilities. Demolition will include abatement and disposal of hazardous materials that may be present in the old structures and buildings including asbestos tile. These materials will be transported to a nearby landfill which is licensed or permitted to receive them. Materials will be recycled as much as possible. For example, old concrete and asphalt paving will be crushed on-site and used as fill material where necessary.

Demolition of the following will occur:

- Existing barracks building
- Existing apparatus bay
- Existing concrete wash rack
- Existing incinerator
- Existing hose wash rack
- Existing gas / oil building and fuel tanks
- Existing site fencing
- Existing site paving
- Existing site utilities
- Existing facility sign
- Existing flag pole
- The existing buildings to be removed may contain hazardous materials (such as asbestos containing materials and or lead paint). If so these materials shall be abated in accordance with all applicable requirements.

The following new buildings, structures, and improvements will be constructed:

- 8-Bed Barracks – approximately 3,526 square feet - additional rooms may include locker room, office, dining/kitchen, multi-purpose, day, and library
- 2-Bay Apparatus Building – approximately 3,033 square feet
- A Self-Contained Breathing Apparatus (SCBA)/Generator/Storage Building - 858 square feet.
- Above-ground fuel tanks with canopy.
- Grading, paving, and sidewalks.
- Underground routed utilities (water, sewer, natural gas will all reconnect at existing service points).
- New hose wash rack.
- Site fencing; electrical sliding entry gate is to have a card-key opener and call button.

- Native landscaping / irrigation.
- Flagpole
- Dedication sign
- Communication tower footings (Communication tower by CAL FIRE)
- Offsite curb, gutter, and sidewalk improvements / repair
- Onsite curb, retaining walls, gutter, “V” ditch, possibly drainage swales, and sidewalks
- Onsite parking areas are to drain to a storm receptor
- 50,000 gallon bolted fire water storage tank and concrete pad (if necessary)
- Propane tank and concrete pad
- Storm water treatment unit
- Site lighting
- Fuel Storage Tanks: Above grade, double walled, 1500 gallon tank split, 1000 gallon diesel, 250 gallons unleaded, and 250 gallons E-85.

CAL FIRE has designed this project with an attempt to retain all existing trees on the parcel. None of the existing trees along the perimeter of the State parcel will be removed. There are six trees, however, which are very close to the construction zone. One is a palm tree located next to the existing apparatus bay. The other five are Monterey Cypress trees very close to the uphill edge of the construction zone. The Department will attempt to retain these trees, if possible, but they may in fact need to be removed for building site clearance, or of the roots are damaged during excavations causing them to die. The tree retention plan is displayed in Figure 6. If any of these six trees need to be removed, all tree removal will be performed in accordance with a tree removal permit issued by the San Luis Obispo County Coastal Planning and Permitting Office.

### **Environmental Setting of the Project Region**

The proposed project is located in San Luis Obispo County along the western edge of the central coast region of California (see Figure 1). The proposed project is approximately 19 miles northwest of the county seat of San Luis Obispo, and is at the southern end of the community of Cayucos on the east side of Highway 1. The elevation at the project site is approximately 60 feet above sea level. The following description of the environmental setting of the project site was obtained from the United States Forest Service (USFS) web site source describing the South Coastal Santa Lucia Range Subsection (USFS n.d.).

#### **SUBSECTION 261AK - SOUTH COASTAL SANTA LUCIA RANGE**

This subsection is the southern part of the Santa Lucia Range that is near the coast, between the Nacimiento fault and the Pacific Ocean. The climate is hot and subhumid; it is modified greatly by marine influence.

**Lithology and Stratigraphy.** This subsection consists of mostly folded, faulted, and generally metamorphosed sedimentary and volcanic rocks of the Franciscan Complex and much less extensive Cretaceous sediments of the great valley sequence. Some ultramafic rock occurs in this subsection. Late Quaternary alluvium occurs in Los Osos Valley and some Quaternary marine sediments are along the coast.

**Geomorphology.** This is a subsection of northwest trending mountains and hills with rounded ridges, steep sides, and mostly narrow canyons. Los Osos Valley, approximately 6 miles south of the project site, is a broad one with substantial areas of floodplain, alluvial fans, and terraces. Remnants of marine terraces are present on narrow benches along the coast. Sand dunes are common along the coast, both

adjacent to the beach and on marine terraces. The subsection elevation range is from sea-level up to 3408 feet on Pine Mountain and 3744 feet on Alder Peak at the northwest edge of the subsection. Mass wasting and fluvial erosion are the main geomorphic processes. Sedimentation is an important process in Los Osos Valley. Wind is an important geomorphic agent along the coast.

**Soils.** The soils are mostly Lithic Xerorthents, Lithic and Pachic Ultic Haploxerolls, serpentinitic Lithic Argixerolls, and Chromic Pelloxererts. Most of these soils are present on Miocene rocks, also, plus shallow Pachic Haploxerolls and Calcic Pachic Haploxerolls at the relatively dry southeast end of the subsection. Pachic Haploxerolls and Chromic Pelloxererts are common on alluvium and marine terraces. Typic and Alfic Xeropsamments prevail in eolian sand behind beaches and on some marine terraces. The soils are well drained, and most are leached free of carbonates, except those on Miocene rocks at the southwest end of the subsection. The soil temperature regimes are thermic. Soil moisture regimes are xeric.

**Vegetation.** The predominant natural plant communities are Coast live oak series, Chamise series, Manzanita shrublands, and Needlegrass grasslands. Some edaphic associations are Chamise series on shallow soils, Leather oak series on shallow serpentinitic soils, Needlegrass grasslands on Vertisols, and Manzanita shrublands on silicic sandstones. California sagebrush - black sage series is common near the coast and Coast live oak series and Valley oak series are common in Los Osos Valley. The dunes support a succession of plant communities, from bare dune through herbaceous communities and Coyote brush series to California sagebrush - black sage series on stabilized dunes.

***Characteristic vegetation series by lifeform include:***

*Dune vegetation:* Dune lupine-goldenbrush series, Sand-verbena - beach bursage series, Yellow bush lupine series.

*Saltmarsh vegetation:* Cordgrass series, Ditchgrass series, Pickleweed series, Saltgrass series, Sedge series.

*Grasslands:* California annual grassland series, Purple needlegrass series.

*Shrublands:* Black sage series, Blue blossom series, California encelia series, California sagebrush series, California sagebrush - black sage series, Chamise series, Chamise - bigberry manzanita series, Chamise - black sage series, Chamise - wedgeleaf ceanothus series, Coyote brush series, Deer brush series, Eastwood manzanita series, Leather oak series, Scrub oak series, Wedgeleaf ceanothus series, Woollyleaf manzanita series.

*Forests and woodlands:* Bishop pine series, California bay series, California sycamore series, Coast live oak series, Knobcone pine series, Mixed oak series, Sargent cypress series, Tanoak series, Valley oak series, White alder series.

**Climate.** The mean annual precipitation is about 20 to 40 inches. It is practically all rain, except for some snow on at higher elevations. Mean annual temperature is about 50° to 60° F. The mean freeze-free period is about 250 to 300 days.

**Surface Water.** Runoff is rapid and all but the larger streams are generally dry during the summer. Streams on the seaward side of the mountains in the northwestern part of the subsection may be perennial. There are no natural lakes, other than temporary ponding behind dunes.

### **Description of the Local Environment**

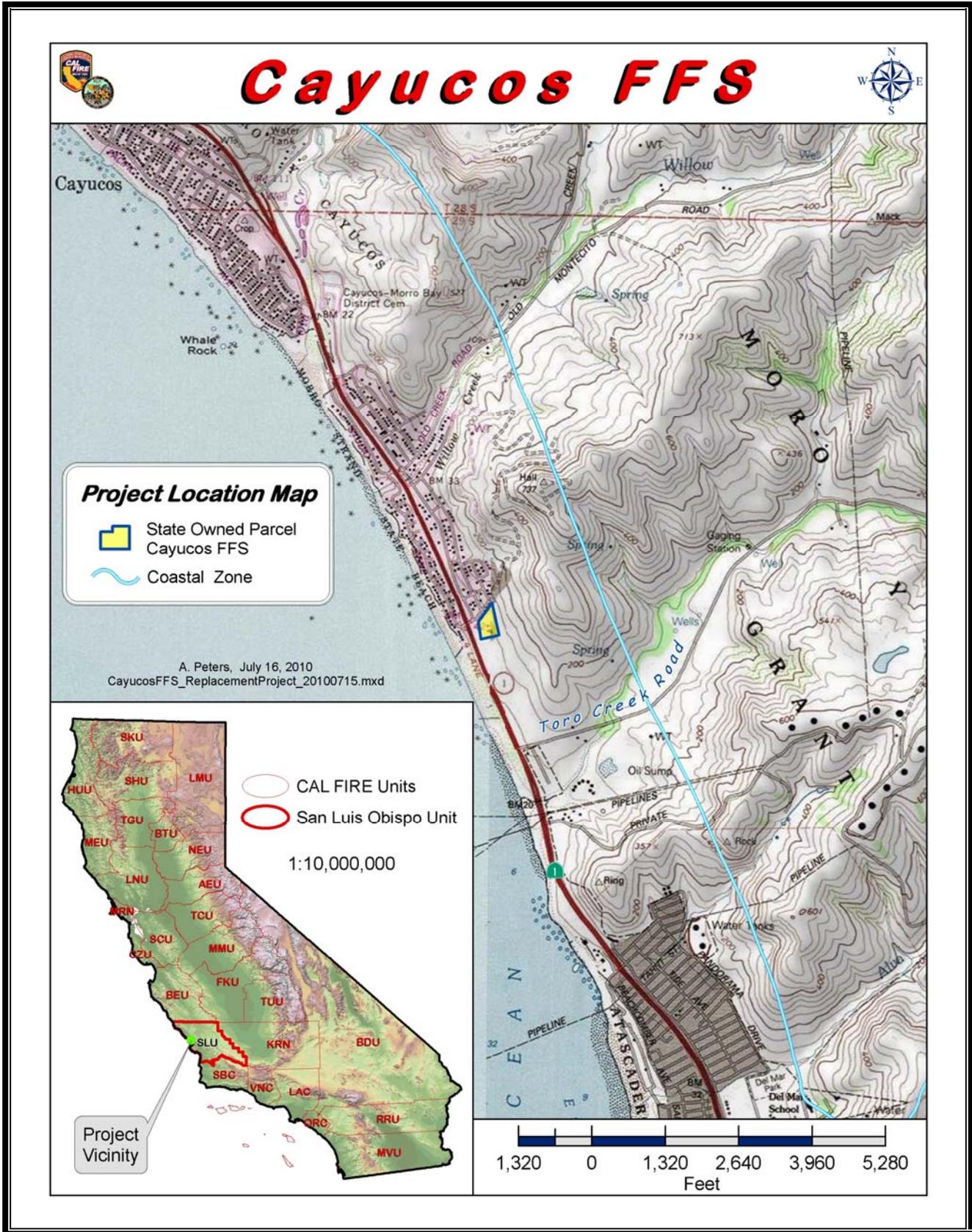
The ecological setting of the project is along the Central Coast. This State parcel is at the southern end of Cayucos and is also roughly 1 mile north of the northern end of the town of Morro Bay. Morro Bay has a population of just over 10,000 and the population of Cayucos is just under 3,000. The project site is on the east side of Highway 1 and is approximately 1/10<sup>th</sup> of a mile from the beach.

The dominant vegetation type is annual grassland with scattered small clumps of shrubs and oak woodland. In the vicinity of Cayucos, this grassland type extends inland from the coast approximately 3.5 miles where there is a transition to shrub dominated vegetation types.

The project site lies within the California Coastal Zone. This area was established by the California Coastal Act of 1976. In the vicinity of Cayucos, the Coastal Zone boundary is approximately 1/3-mile from the beach and generally runs parallel to the coast. All work carried out under this proposed project will be in accordance with applicable Coastal Act rules and requirements. All necessary permits will be obtained by CAL FIRE and/or CAL FIRE's construction contractors to be issued by the County Coastal Planning and Permitting Office.

### **Current Land Use and Previous Impacts**

The entire project site is visible from Highway 1. The project area, Cayucos and Morro Bay, has been subject to moderate development, mostly in the form of private residences, retirement homes, vacation homes and recreational facilities. Development has been relatively slow in many areas due to zoning restrictions and water related limitations. The coastal communities of Los Osos, Morro Bay, Cayucos, and Cambria function as "bedroom" communities for the greater San Luis Obispo area. A significant portion of the population consists of retirees. The coast and the presence of numerous State parks and beaches produce a tremendous demand for recreation and tourism. The west-facing hills east of these towns visible from Highway 1 are primarily used for cattle grazing.



**Figure 1.** Project Location Map. Map of California showing the location of the proposed project within San Luis Obispo County & 1:24K topographic map displaying the project site location.



**Figure 2.** Project Location Map #2 – June, 2007 aerial imagery displaying State parcel and existing facility layout. Map scale = 1:1200.

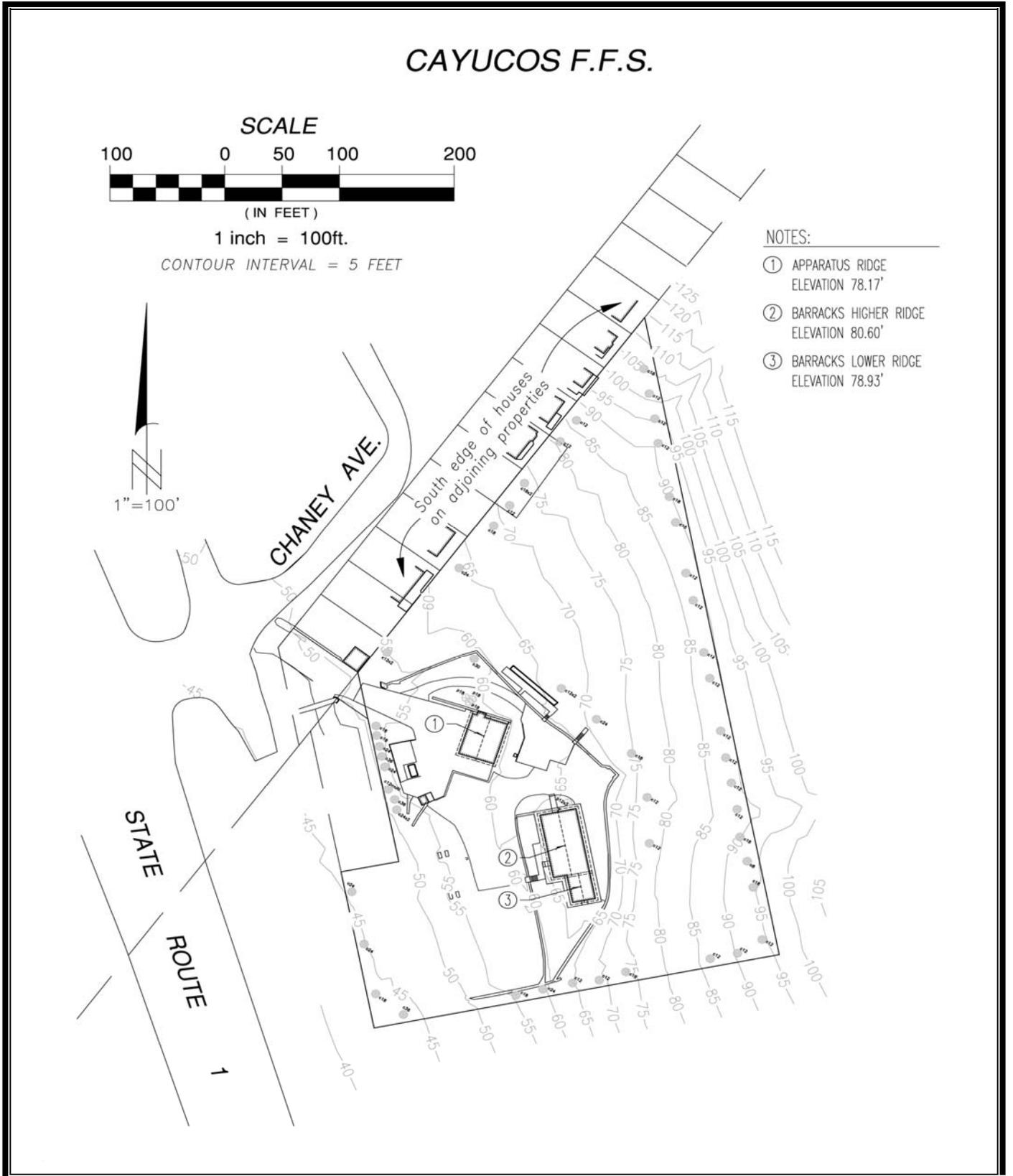
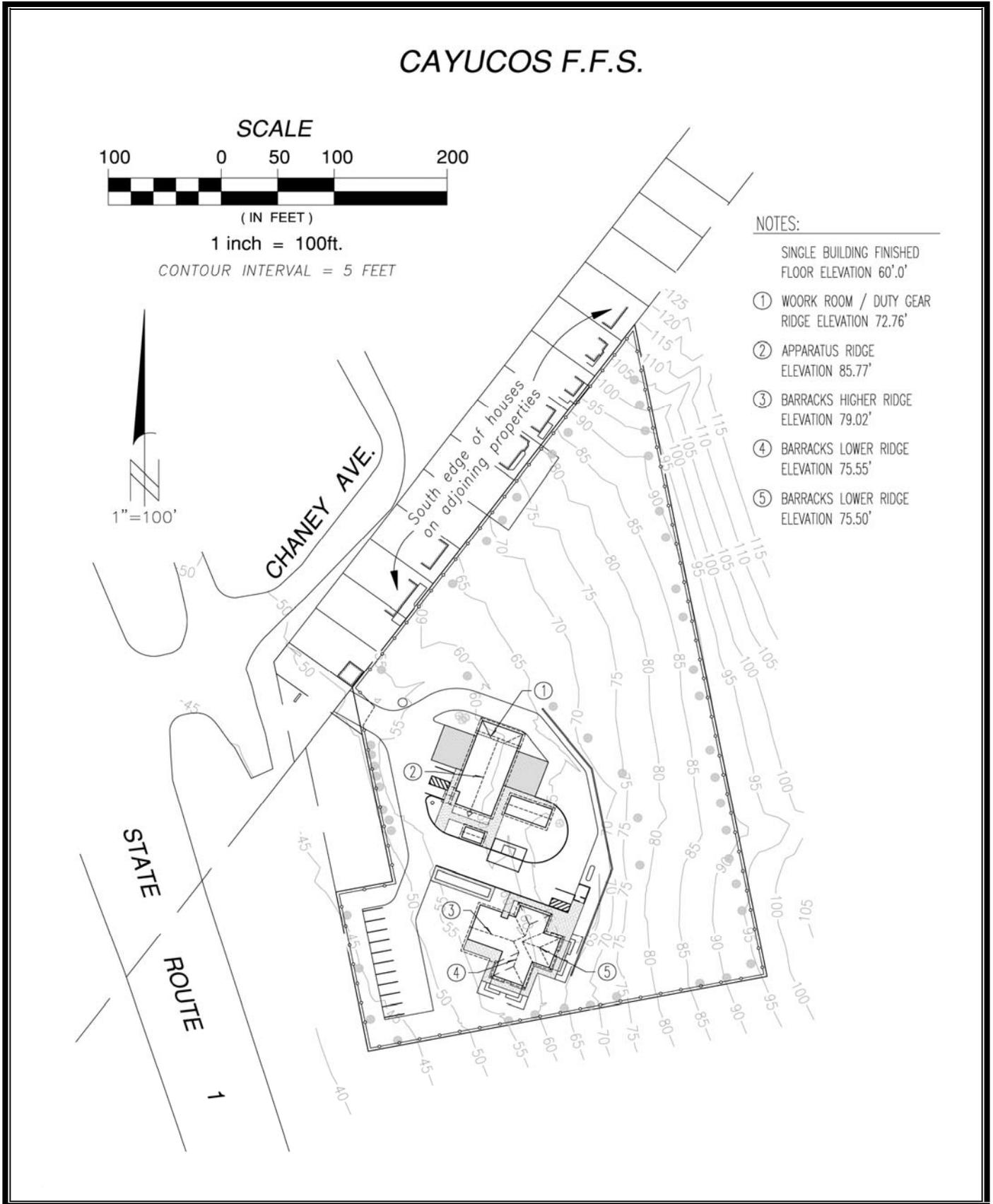


Figure 3. Site sketch – Existing station facility.



**Figure 4.** Site Sketch (pending final design) – New apparatus & barracks building ridge heights.

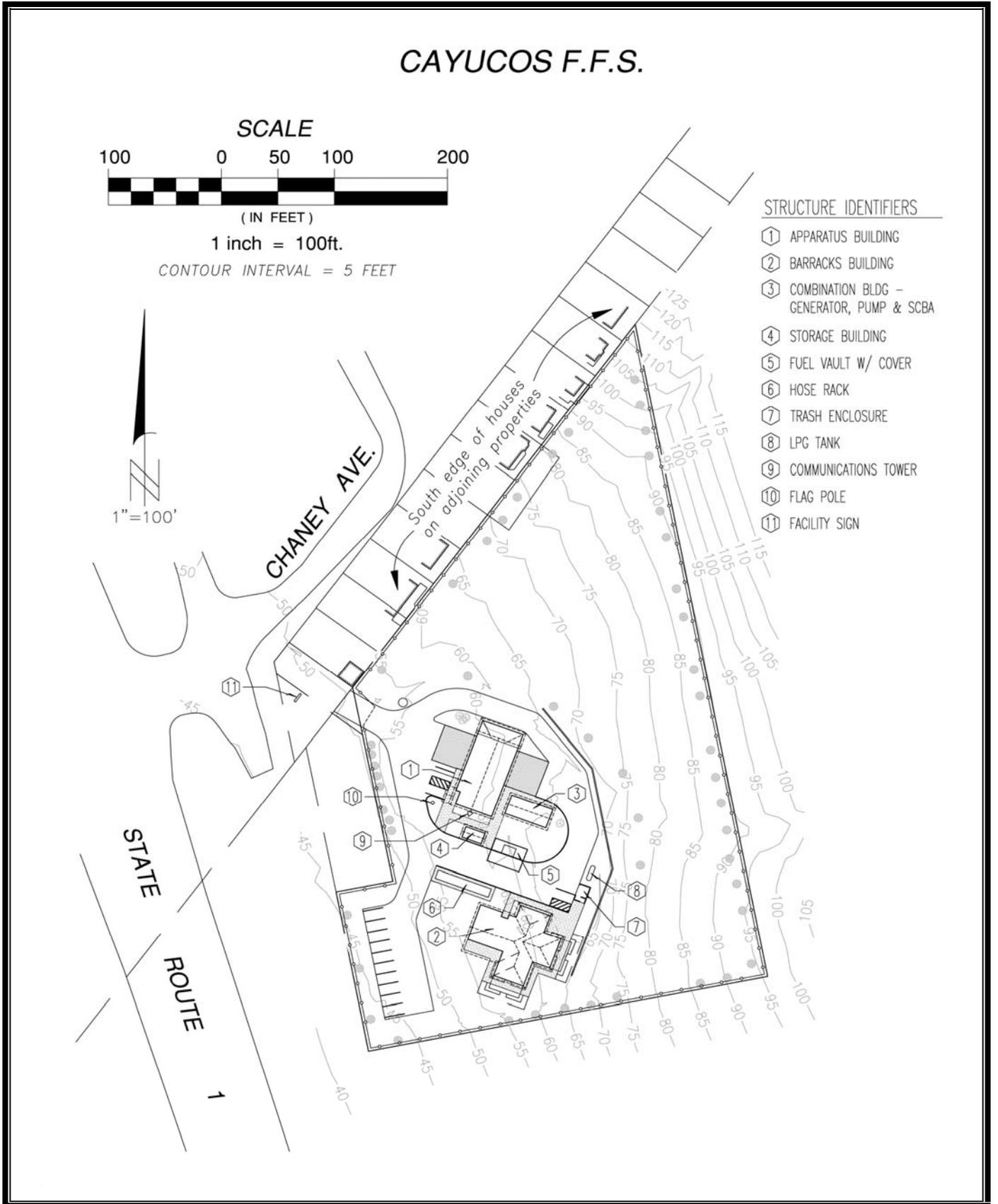


Figure 5. Site Sketch (pending final design) – New facility station layout.

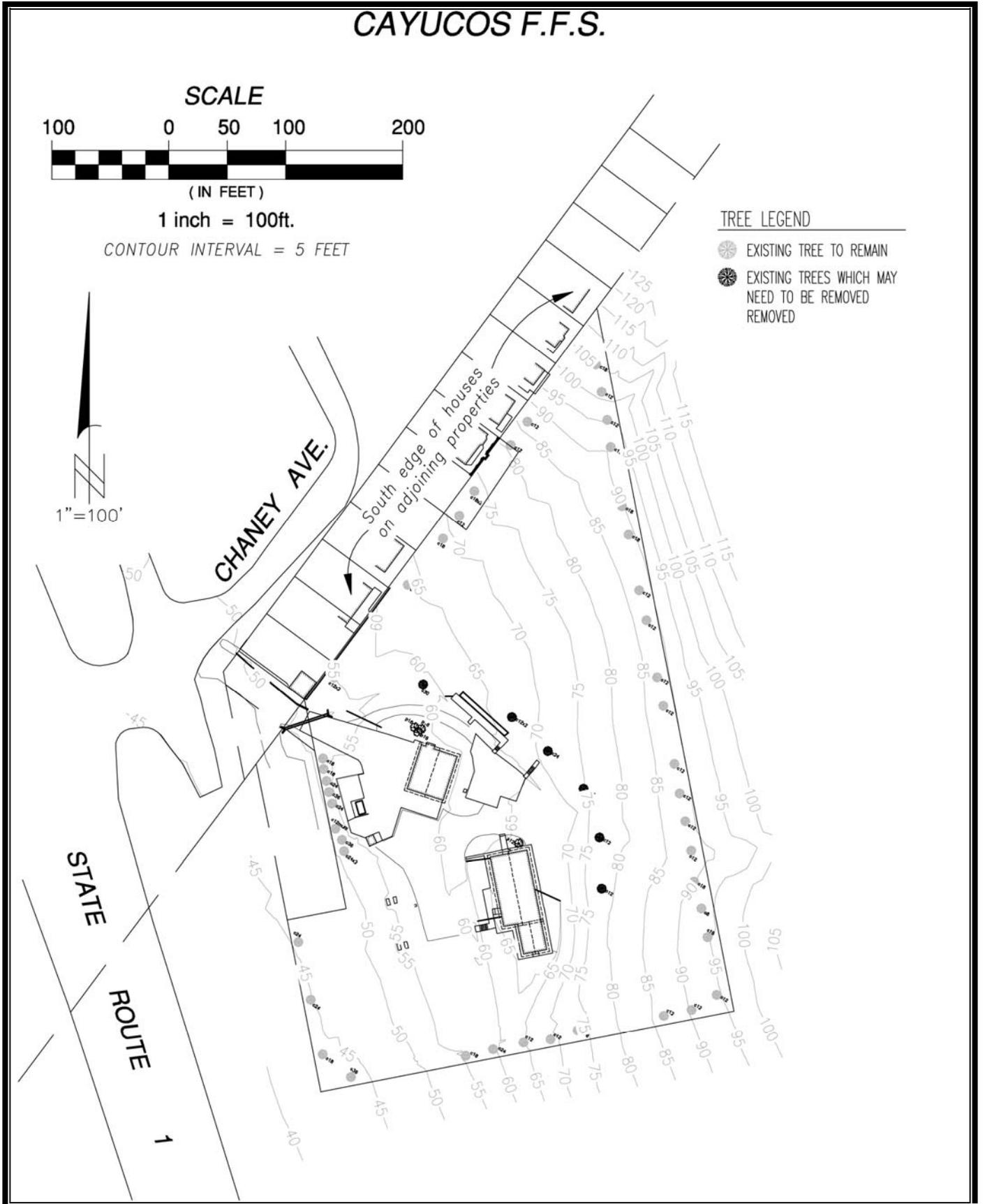


Figure 6. Tree Retention Plan - Trees to be retained and those which may need to be removed.

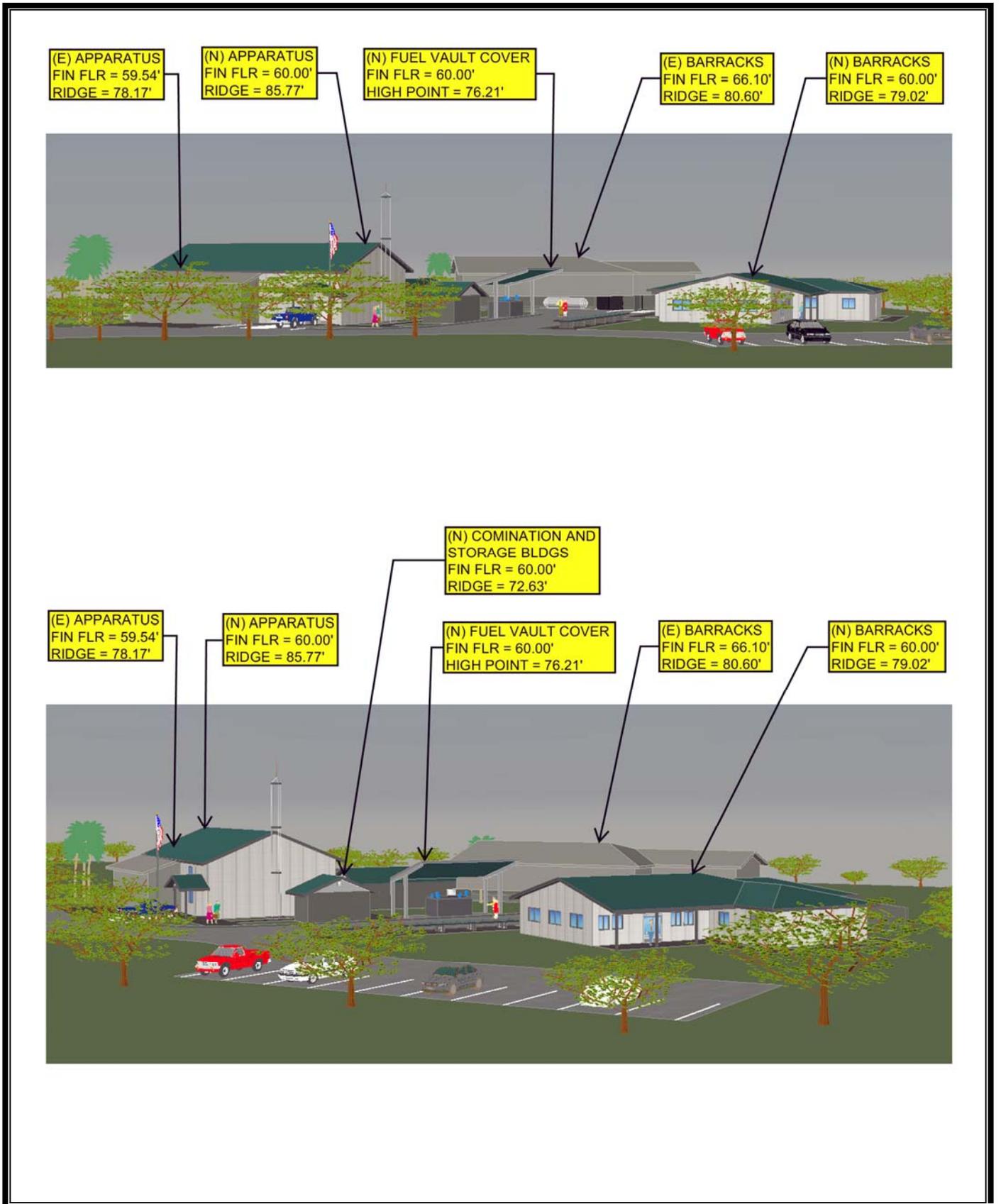
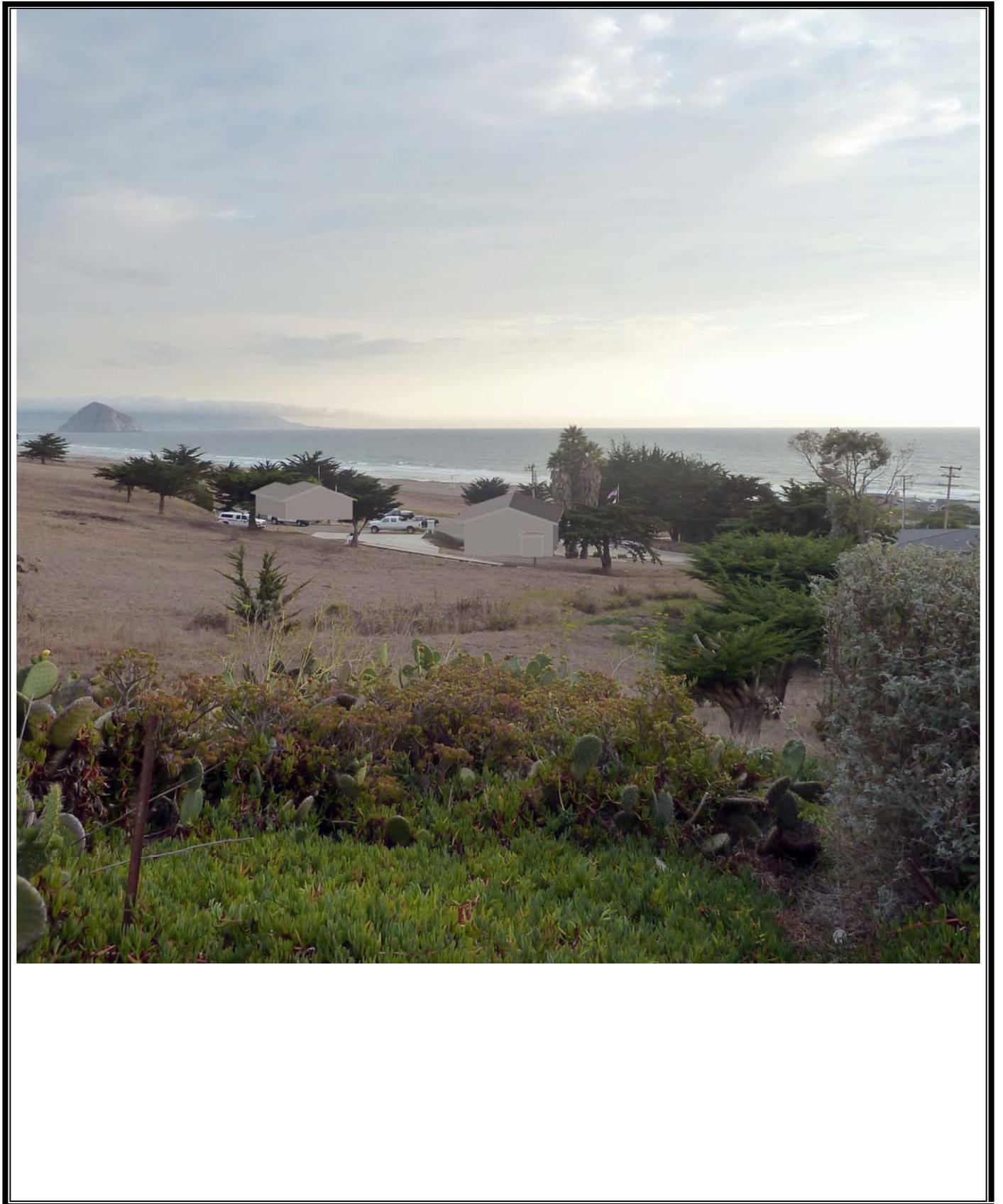


Figure 7. Perspective (pending final design) – Existing and new structures.



**Figure 8.** Rendering with Photo – Existing station facility with existing apparatus and barracks models.



**Figure 9.** Rendering with Photo (pending final design) – New station facility with new models.

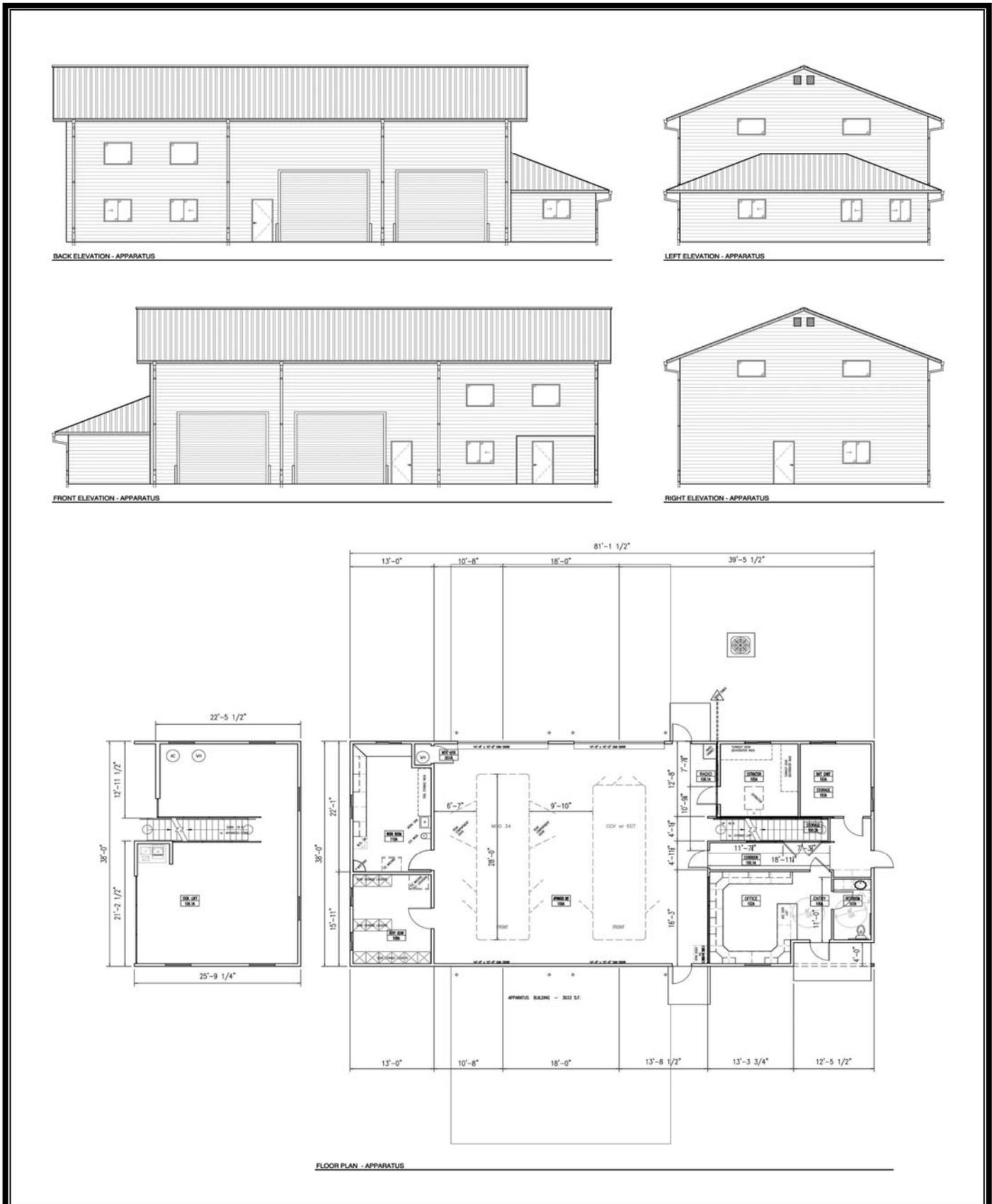
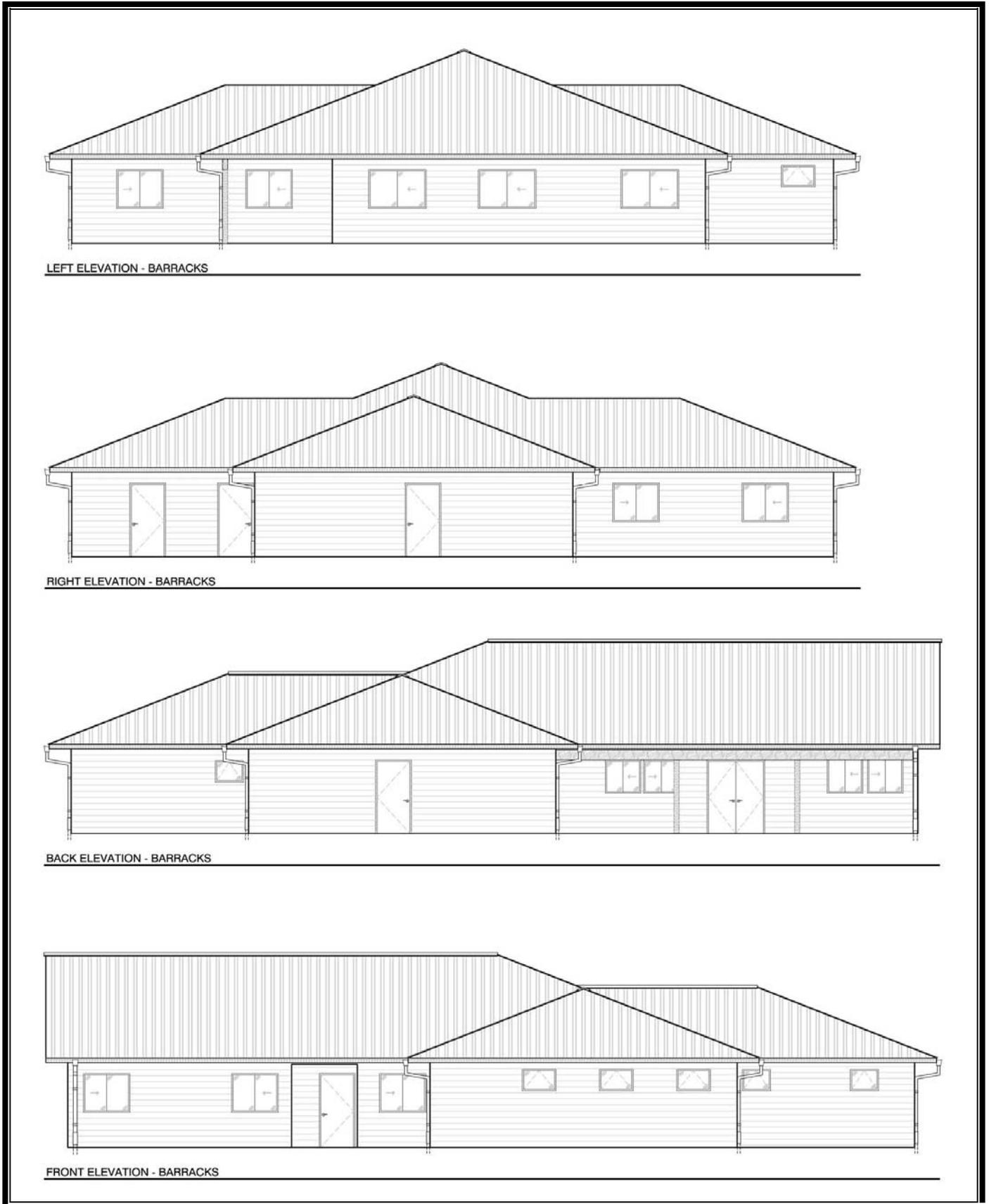


Figure 10. Schematic Plan & Elevations (pending final design) – New apparatus building.



**Figure 11.** Schematic Elevations (pending final design) – New barracks building.

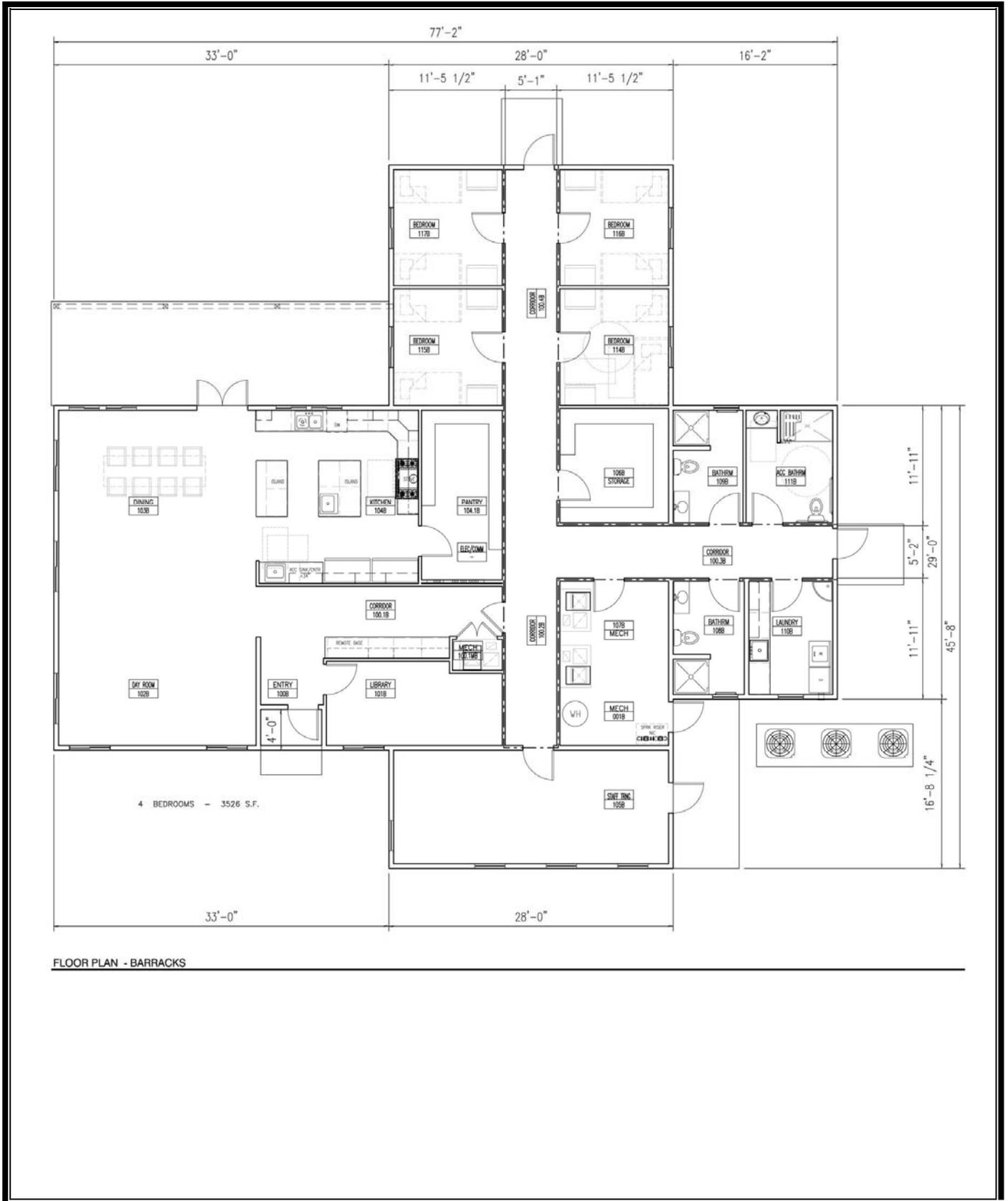
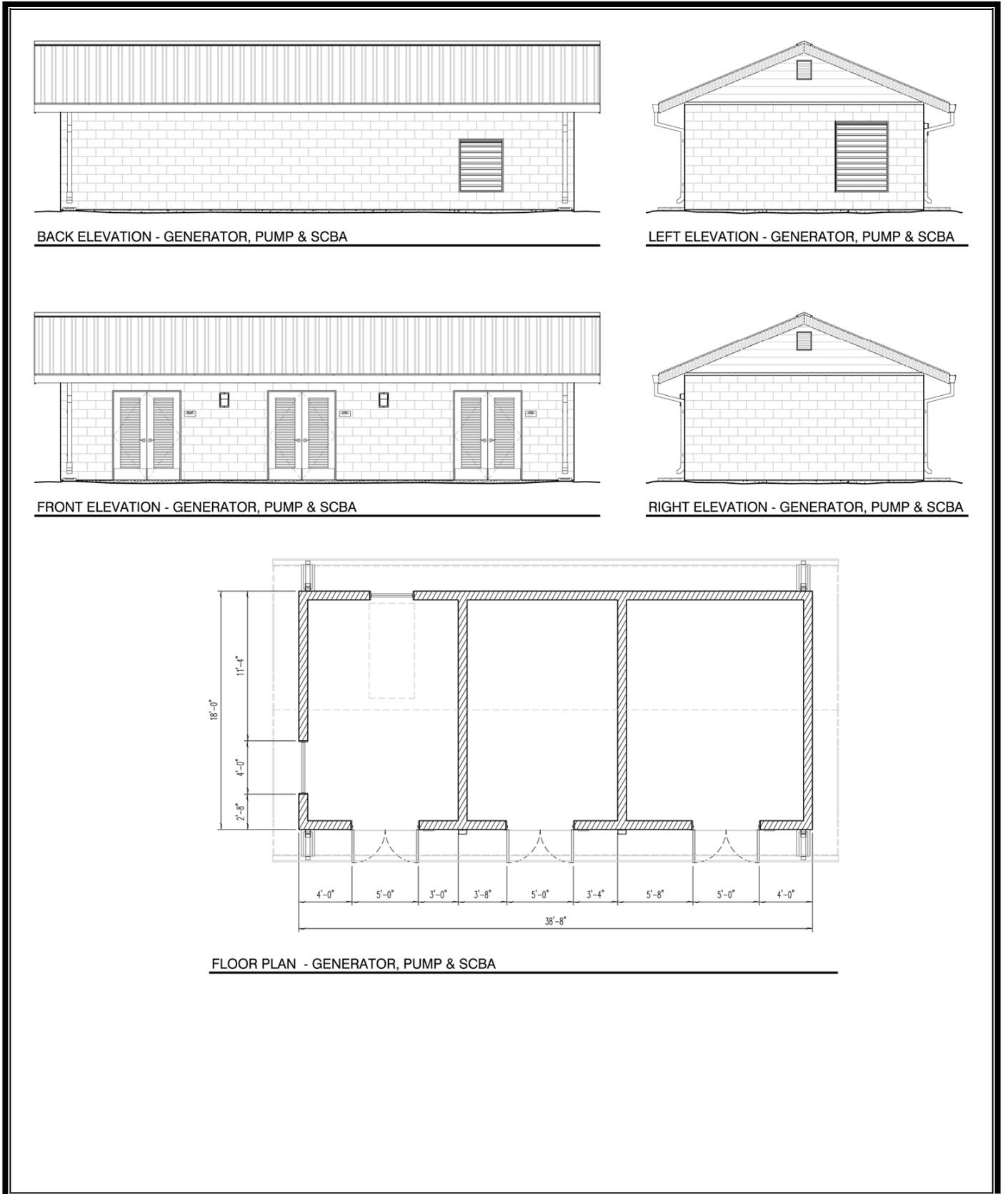


Figure 12. Schematic Plan (pending final design) – New barracks building.



**Figure 13.** Schematic Plan & Elevations (pending final design) – New combination building: generator/pump/SCBA.

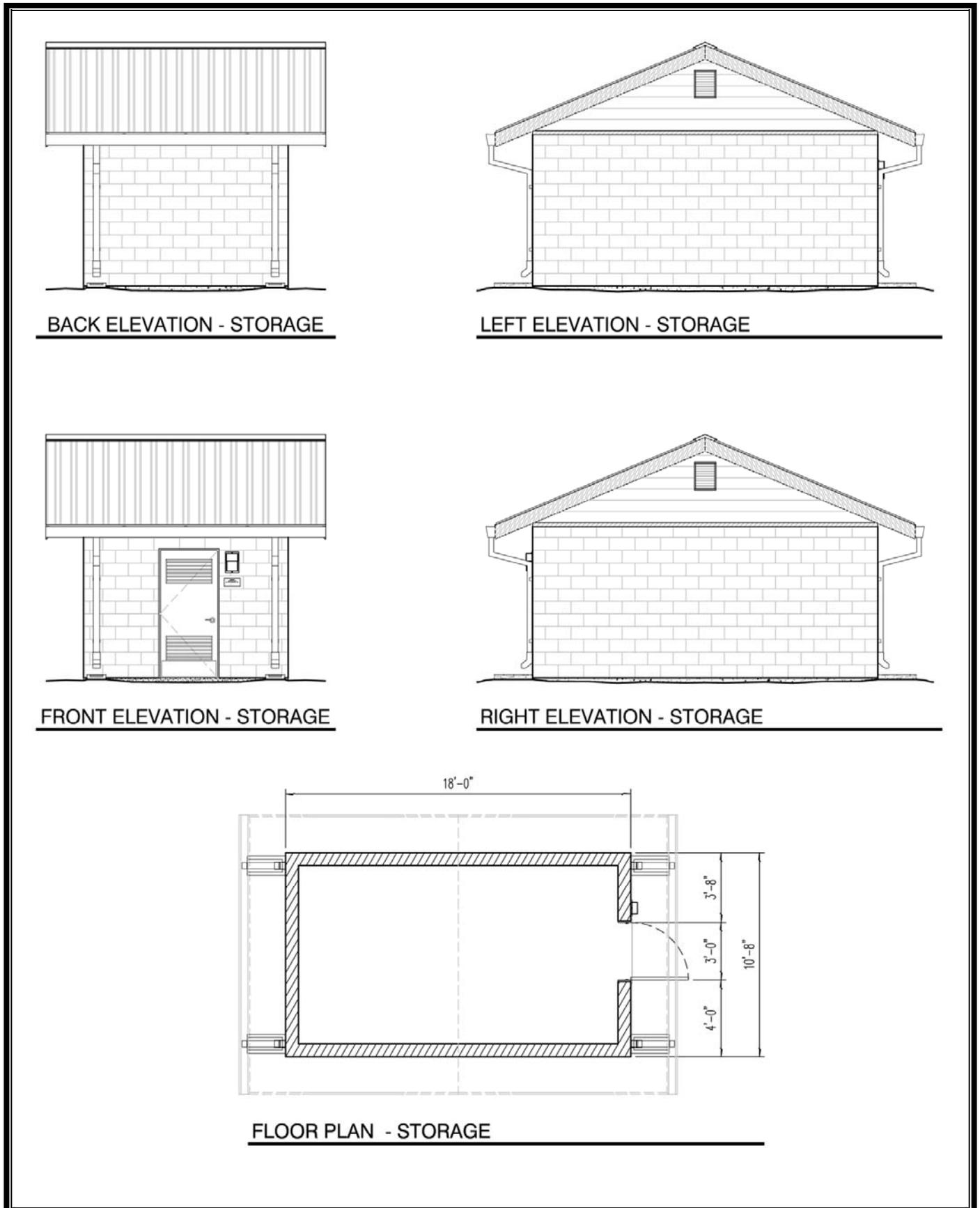


Figure 14. Schematic Plan & Elevations (pending final design) – New storage building.

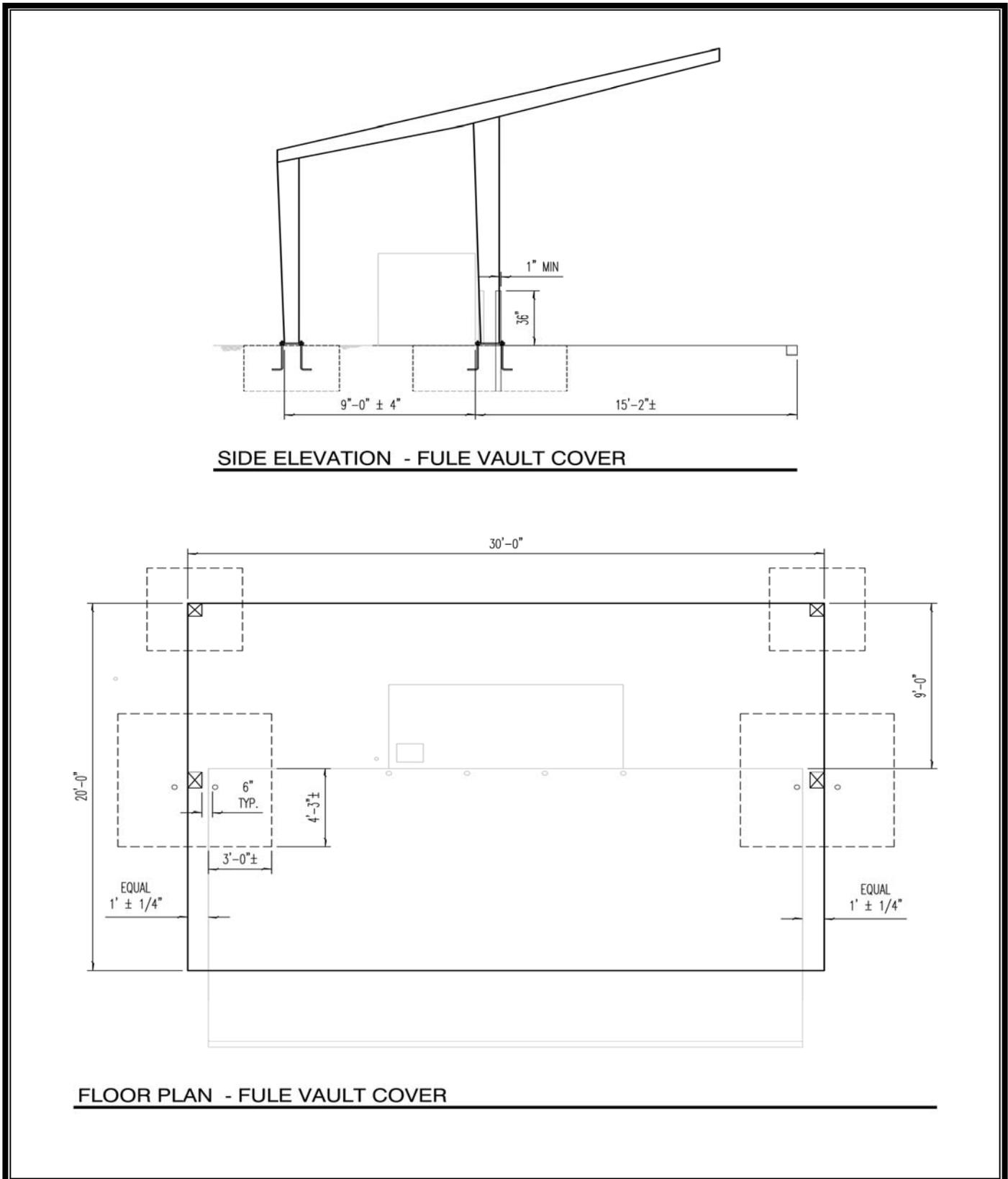


Figure 15. Schematic (pending final design) – New fuel vault and canopy to be constructed.





**Figure 17.** Panoramic View of Existing Facility Looking Southwest.



**Figure 18.** Cayucos FFS from Southbound Highway 1 Looking Northeast.



**Figure 19.** Existing Barracks Looking Southeast.



**Figure 20.** Existing Apparatus Bay Looking Northeast.

## Conclusion of the Mitigated Negative Declaration

### Environmental Permits

The proposed project may require the following environmental permits and CAL FIRE may be required to comply with the following State regulations:

1. Erosion and Surface Water Quality - Regional Water Quality Control Board (RWQCB) National Pollution Discharge Elimination System (NPDES) permit, Storm Water Pollution Prevention Plan (SWPPP) and Best Management Practices.
2. Development Permit from San Luis Obispo County – Coastal Planning and Permitting. This project is located within the Coastal Zone and may require a Development Permit. Development, tree removal, grading, and removal of major vegetation will be incorporated within this one permit rather than through separate permits for each relevant activity.
3. Demolition Permit from San Luis Obispo County Air Pollution Control District (SLOCAPCD). CAL FIRE and/or its demolition contractors will be required to follow the regulations enforced by the SLOCAPCD.
4. Air Permit (Gasoline Dispensing Facility) (GDF). A permit is required from the SLOCAPCD for any new or modified gasoline dispensing facility with a capacity at or exceeding 1500 gallons of gasoline. The new station will store 1000 gallons of diesel, 250 gallons of unleaded gasoline, and 250 gallons of E85 (ethanol/gasoline). Since gasoline storage is less than 1500 gallons this project will not require the GDF air permit. However, all new aboveground gasoline storage tanks must be certified under the new California Air Resources Board (CARB) requirements. The CARB requirements are listed at: <http://arbis.arb.ca.gov/vapor/ast/ast.htm> Guidance for equipment compatible with E85 is found at: <http://www.pei.org/PublicationsResources/Surveys/AlternativeFuelsEquipmentCompatibilityGuide/t/abid/131/Default.aspx> CAL FIRE will comply with all applicable CARB certification requirements
5. Road and Utilities Encroachment Permit from San Luis Obispo County. This project will include a resurfaced driveway connecting to Chaney Avenue and will require new hook-ups to power, phone, sewer, water, and natural gas. CAL FIRE will obtain any required permits from San Luis Obispo County Public Works and PG&E, work closely with them, and follow all of their requirements related to encroachment and utility connections.

### Mitigation Measures

The following six (6) mitigation measures will be implemented by CAL FIRE to avoid or minimize environmental impacts. Implementation of these mitigation measures will reduce the environmental impacts of the proposed project to a less than significant level.

#### **Mitigation Measure #1: Standard Mitigation Measures for Construction Equipment**

The standard mitigation measures for reducing nitrogen oxides (NOx), reactive organic gases (ROG), and diesel particulate matter (DPM) emissions from construction equipment to be used for this project are listed below:

- Maintain all construction equipment in proper tune according to manufacturer's specifications;
- Fuel all off-road and portable diesel powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);

- Use diesel construction equipment meeting ARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State off-Road Regulation; SLO County APCD CEQA Air Quality Handbook 2009 2-7;
- Use on-road heavy-duty trucks that meet the ARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation;
- Construction or trucking companies with fleets that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g. captive or NOx exempt are fleets) may be eligible by proving alternative compliance;
- All on and off-road diesel equipment shall not idle for more than 5 minutes. Signs shall be posted on the job site to remind drivers and operators of the 5 minute idling limit;
- Electrify equipment when feasible;
- Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and,
- Use alternatively fueled construction equipment on-site where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.

### **Mitigation Measure #2: Fugitive Dust Mitigation Measures**

- Reduce the amount of the disturbed area where possible;
- Use water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible;
- All dirt stock-pile areas should be sprayed daily as needed;
- All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible, and building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
- All of these fugitive dust mitigation measures shall be shown on grading and building plans; and
- The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20% opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress.

### **Mitigation Measure #3: Measures to Protect *Layia jonesii* and *Dudleya ssp.***

Prior to any ground disturbance, a floristic investigation by a qualified person will be conducted on all areas of potential disturbance to determine if these plants are present. This survey may occur following the required geological evaluation that will survey for the presence of serpentine soil and NOA. If results of these surveys reveal the presence of these plants, appropriate protection measures will be developed in consultation with DFG personnel or a qualified botanist prior to project commencement.

### **Mitigation Measure #4: Monitor Subsurface Excavation for Archaeological Resources.**

CAL FIRE shall ensure that a qualified person is assigned to monitor subsurface excavations during the demolition and removal of the buildings and excavations for grading the project site. This work will be done by a professional archaeologist or an archaeologically-trained resource professional working in close consultation with a CAL FIRE staff archaeologist. The CAL FIRE staff archaeologist shall determine the timing and duration of required monitoring. Should any significant cultural resources be encountered, archaeological monitor shall have authority to halt

excavations pending an evaluation and development of appropriate recommendations for their conservation and management and CAL FIRE shall carry out those recommendations.

**Mitigation Measure #5: Procedures for Inadvertent Discovery of Human Remains**

In accordance with the California Health and Safety Code, if human remains are discovered during ground-disturbing activities, CAL FIRE and/or the project contractor(s) shall immediately halt potentially damaging excavation in the area of the burial and notify the SLO County Coroner and a qualified professional archaeologist to determine the nature and significance of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or state lands (Health and Safety Code Section 7050[c]). Following the coroner's findings, the archaeologist and the Most Likely Descendent (designated by the Native American Heritage Commission) shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities of SLO County and CAL FIRE to act upon notification of a discovery of Native American human remains are identified in PRC § 5097.

**Mitigation Measure #6: Procedures to ensure seismic safety.** A geotechnical survey will be completed prior to project implementation to determine appropriate measures to ensure that the proposed new facility is constructed in a manner that will withstand potential seismic activity and minimize or eliminate the risk of significant slope failure, or soil movement. The project will be designed and built in accordance with the professional recommendations made during the geotechnical survey of the project site.

**Summary of Analysis - Determination of Appropriate CEQA Document**

This IS/MND has been prepared to assess the project's potential effects on the environment and an appraisal of the significance of those effects. Based on this IS/MND, it has been determined that the proposed project will not have any significant effects on the environment after implementation of mitigation measures. This conclusion is supported by the following findings:

1. The proposed project will have no effect related to agricultural resources, land use and planning, mineral resources, population and housing, and recreation.
2. The proposed project will have a less than significant impact on aesthetics, hazards and hazardous materials, hydrology and water quality, noise, public services, transportation and traffic, and utilities and service systems.
3. Mitigation is required to reduce potentially significant impacts related to air quality, biological resources, cultural resources, and geology and soils.

The Initial Study/Environmental Checklist included in this document discusses the results of resource-specific environmental impact analyses which were conducted by the Department. This Initial Study revealed that potentially significant environmental effects could result from the proposed project; however, CAL FIRE revised its project plans and has developed mitigation measures which will eliminate impact or reduce environmental impacts to a less than significant level. CAL FIRE has found, in consideration of the entire record, that there is no substantial evidence that the proposed project as currently revised and mitigated would result in a significant effect upon the environment. The IS/MND is therefore the appropriate document for CEQA compliance.

INITIAL STUDY/Environmental Checklist

PROJECT INFORMATION					
1. Project Title:		Cayucos FFS Replacement Project			
2. Lead Agency Name and Address:		California Department of Forestry and Fire Protection P.O. 944246 Sacramento, CA 94244-2460			
3. Contact Person and Phone Number:		Dan Foster, (916) 653-0839			
4. Project Location:		Cayucos FFS, San Luis Obispo County			
5. Project Sponsor's Name and Address:		N/A (CAL FIRE is project sponsor and lead agency)			
6. General Plan Designation:		R: Resource			
7. Zoning:		PF: Public Facility			
8. Description of Project: See Pages 6-8 of this document					
9. Surrounding Land Uses and Setting:			Refer to page 10 & 11 of this document		
10: Other public agencies whose approval may be required:			SLO County (APCD, Planning, Public Works), DFG, RWQCB (see page 30 of this document)		
ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:					
<p>The environmental factors checked below are the ones which would potentially be affected by this proposed project and were more rigorously analyzed than the factors which were not checked. The results of this analysis are presented in the detailed Environmental Checklist which follows.</p>					
<input checked="" type="checkbox"/>	Aesthetics	<input checked="" type="checkbox"/>	Agriculture and Forestry Resources	<input checked="" type="checkbox"/>	Air Quality
<input checked="" type="checkbox"/>	Biological Resources	<input checked="" type="checkbox"/>	Cultural Resources	<input checked="" type="checkbox"/>	Geology / Soils
<input checked="" type="checkbox"/>	Greenhouse Gas Emissions	<input checked="" type="checkbox"/>	Hazards & Hazardous Materials	<input checked="" type="checkbox"/>	Hydrology / Water Quality
<input type="checkbox"/>	Land Use / Planning	<input type="checkbox"/>	Mineral Resources	<input type="checkbox"/>	Noise
<input type="checkbox"/>	Population / Housing	<input checked="" type="checkbox"/>	Public Services	<input type="checkbox"/>	Recreation
<input type="checkbox"/>	Transportation / Traffic	<input checked="" type="checkbox"/>	Utilities / Service Systems	<input type="checkbox"/>	Mandatory Findings of Significance

## 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 proposed project **COULD** have a significant effect on the environment, there **WILL NOT** be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.

I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

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

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

*Daniel G. Foster*

August 12, 2011

Daniel G. Foster, Senior Environmental Planner  
Environmental Protection Program, Room #1516-37  
Department of Forestry and Fire Protection  
P.O. Box 944246  
Sacramento, CA 94244-2460  
(916) 653-0839

Date

**ANALYSIS OF POTENTIAL ENVIRONMENTAL IMPACTS**

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. Aesthetics. Will the project:</b>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which will adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

**a) Will the project have a substantial adverse effect on a scenic vista?**

**Less Than Significant Impact:** The proposed project site occupies an existing CAL FIRE FFS. The various buildings on site were constructed in 1964-65 on the coastal plain. The State-owned parcel is adjacent to the eastern edge of Highway 1 and the site is plainly visible when traveling northbound although a pumping station, trees and neighboring buildings obscure the facility somewhat when driving southbound. CFFS is on the south edge of the town of Cayucos and is in plain view of the residents along Chaney, Shearer, and Davies Avenues. The scenic vista in this area consists primarily of the ocean, beach and Morro Rock to the south. CFFS is within, but does not obscure this vista from the homes along Chaney, Shearer and Davies Avenues.

Less than significant impacts to this scenic vista are anticipated for the following reasons:

1. CFFS has existed for more than 46 years and a small number of residents have CFFS within their scenic vista towards the ocean. The new buildings will be similar in size and location to the existing buildings.
2. The following design and architectural modifications were made in order to minimize the overall height of the proposed new barracks/apparatus bay building:
  - The initial proposal was for construction of a single-building design. Although this original design would have certain operational advantages, the proposal was changed to a two-building design which mimics the current facility and results in lower ridge heights than would be possible with the single-building design.
  - The new apparatus bay has a ridge height of 85.77' which is 7.6' higher than the existing apparatus bay. Architectural modifications were made to lower this ridge height as much as possible.
  - The new barracks building has a ridge height of 79.02' which is 1.58' lower than the existing facility. This was made possible by modifications in roof pitch.

3. The millions of visitors to the area are generally west of the CFFS facility and the scenic vista is primarily west of Highway 1 and excludes the project site.
4. The construction activities associated with this project are relatively short term and should last approximately 1 year.

**b) Will the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

**Less Than Significant Impact:** State Highway 1 at this location is designated a State scenic highway. CFFS is difficult to notice when traveling southbound since a number of homes, trees and buildings obscure the facility. CFFS is visible when traveling northbound although the facility itself is adjacent to and blends with the homes and buildings along Chaney Avenue. This project proposes to replace an existing facility with a new facility using the same number of buildings and the same general layout which should not result in a substantial change to the visual character of the area.

A professional archaeological investigation was performed for this project. The results of this work determined that the existing CFFS buildings are not eligible for the National or California Register of Historic Places and no protection measures are required.

Approximately 51 Monterey cypress trees (*Cupressus macrocarpa*) and a single palm tree are present on or adjacent to the State owned parcel. These trees are approximately the same age as the existing buildings at CFFS and were likely planted shortly after construction of the facility in the mid-1960's. Most trees are planted along the parcel boundary with a few planted on the bank uphill and east of the barracks building (See Figure 6).

These trees are not endemic to the project site or the surrounding area as the natural plant communities consist almost entirely of grasses and herbaceous plants with scattered clumps of shrubs. Along this area of coastal plain, trees are only present where planted.

The palm tree and approximately five of the cypress trees on the embankment just above the existing facility are within the construction zone may need to be removed (see Figure 6). The trees around the perimeter of the State parcel will be retained except that the trees nearest the County pumping station may be trimmed (pruned and/or topped) to minimize their height to avoid blocking ocean views while still obscuring the pumping station from uphill views. These same trees have been trimmed at least twice in past years. Although approximately six existing trees may need to be removed, this is considered a minor change to the viewshed as most of these trees are presently visible mainly from north or east of the barracks building and are obscured from view from the highway and the beach by buildings and/or the trees along the perimeter

The replacement of CFFS and the removal of trees as explained above are not expected to substantially damage this scenic resource.

**c) Will the project substantially degrade the existing visual character or quality of the site and its surroundings?**

**Less than Significant Impact:** The demolition of the existing CFFS, the possible removal of approximately six existing trees, and subsequent grading of the site will result in minor, temporary alteration to the visual quality of the site. Once all the new facilities are in place, approximately

one year after demolition, and landscaping and revegetation of exposed soil areas has occurred, the site’s visual character and quality will be restored.

As discussed in Section X(b) below, the project area lies within the Coastal Zone as declared by the California Coastal Act of 1976. The California Coastal Commission enforces this law and in many coastal counties including San Luis Obispo, the County is given authority to administer the Coastal Act as a Local Coastal Program (LCP). Coastal zone policies in SLO County are found in Title 23 – Coastal Zone Land Use Ordinance (SLOCCZLUO).

This document explains those activities for which a permit may be required as well as how the process is carried out. Activities proposed for this project that may require a Coastal Zone permit include development, grading, tree removal, and removal of major vegetation. Typically, project proponents work with Coastal Planning staff with the County most often functioning as lead agency to determine the most appropriate course of action. For this proposed project, CAL FIRE is Lead Agency and SLO County will be acting as Responsible Agency. CAL FIRE has consulted with Coastal Planning staff from both SLO County and the Coastal Commission. Although not yet determined, the most likely permit to be required will be a development permit that will incorporate necessary provisions to address all of the relevant activities under a single permit. This permit will be obtained prior to any on-the-ground construction work.

**d) Will the project create a new source of substantial light or glare which will adversely affect day or nighttime views in the area?**

**Less than Significant Impact:** The proposed FFS will include new exterior and interior lighting for the operation of the apparatus building, barracks, messhall, and appurtenant facilities. However, lighting associated with the project will be limited to the project site. Lighting sources already exist at the project site and streetlights are common throughout Cayucos.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**II. Agriculture and Forest Resources.**

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997, as updated) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland),

as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Conflict with existing zoning for agricultural use or a Williamson Act contract?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of forest land (as defined in Public Resources Code §12220(g)), timberland (as defined by Public Resources Code §4526), or timberland zoned Timberland Production (as defined by Government Code §51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**Discussion**

**a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

**No Impact.** The proposed project site has used as a public facility for more than 45 years. The proposed project will not involve the conversion of any existing agricultural lands, including grazing since it is already developed into an active FFS.

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

**No Impact.** Not applicable. The project site is currently zoned PF (public facility) that is not under a Williamson Act Contract. No change in land use is proposed.

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

**No Impact.** The project will be located on developed land that currently contains a FFS. There will be no changes to the existing zoning. The project area is not forest land, timberland, nor is it within timberland zoned for Timberland Production. The project, therefore, would cause no impact to those potential concerns.

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

**No Impact.** The project will be located on developed land that currently contains a FFS. The project does potentially involve the removal of some existing landscaped trees, and upon reconstruction, the new station will be landscaped. Native species will be used whenever practical. These actions do not

constitute loss of forest land or conversion of forest land to not forest use. The project, therefore, would cause no impact to those potential concerns.

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

**No Impact.** The project will be located on developed land that currently contains a FFS; therefore, there will be no changes to the existing environment that could result in the conversion of farmland to non-agricultural use.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>III. Air Quality.</b>				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied on to make the following determinations.				
Will the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Information about Air Quality**

The project site is located within the San Luis Obispo County Air Pollution Control District (SLOAPCD). Ozone and particulate matter (PM) are the air pollutants of greatest concern. Ozone is an invisible pollutant formed by chemical reactions involving nitrogen oxides, reactive hydrocarbons and sunlight. It is a powerful respiratory irritant that can cause coughing, shortness of breath, headaches, fatigue and lung damage, especially among children, the elderly, and the sick. Ozone in the lower atmosphere is considered a pollutant, but in the upper atmosphere (ozone layer), ozone is highly beneficial by filtering out harmful UV rays. Particulate matter is fine mineral, metal, soot, smoke and dust particles suspended in the air. For health reasons, the greatest concern is with inhalant particulate matter less than 10 microns in diameter (PM<sub>10</sub>), which can lodge in the most sensitive areas of the lungs, and cause respiratory and other health problems. SLO County is in attainment for federal PM standards but is in nonattainment for California’s 24-hour and annual PM<sub>10</sub> standards.

Emissions from construction sites and fugitive wind blown dust are a significant contributor to PM emissions in SLO County. A variety of control measures are available and could be used to control these emissions. Possible control measures include watering, chemical stabilizers/dust suppressants, track-out control devices, and enclosures/wind fencing for stockpiles. The emission reductions will be dependent on the type and number of measures implemented.

**Naturally Occurring Asbestos (NOA)** - NOA has been identified as a toxic air contaminant by the California Air Resources Board (ARB). Serpentine and ultramafic rocks are very common throughout California and may contain naturally occurring asbestos. SLOAPCD has identified areas throughout the County where NOA may be present and the project area is in a candidate location. Under the ARB Air Toxics Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations, prior to any grading activities a geologic evaluation shall be conducted to determine if NOA is present within the area that will be disturbed. If NOA is not present, an exemption request must be filed with the SLOAPCD. If NOA is found at the site, the applicant must comply with all requirements outlined in the Asbestos ATCM. This may include development of an Asbestos Dust Mitigation Plan and an Asbestos Health and Safety Program for approval by the APCD.

**Asbestos Material in Demolition** - Demolition activities can have potential negative air quality impacts, including issues surrounding proper handling, demolition, and disposal of asbestos containing material (ACM). Asbestos containing materials could be encountered during demolition or remodeling of existing buildings. Asbestos can also be found in utility pipes/pipelines (transite pipes or insulation on pipes). If utility pipelines are scheduled for removal or relocation or a building(s) is proposed to be removed or renovated, various regulatory requirements may apply, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M - asbestos NESHAP). These requirements include but are not limited to: 1) notification to the APCD, 2) an asbestos survey conducted by a Certified Asbestos Inspector, and, 3) applicable removal and disposal requirements of identified ACM.

Air quality within SLO County is regulated by the U.S. Environmental Protection Agency (EPA) and the ARB at the federal and state levels, respectively, and locally by the SLOAPCD. In general, the air quality in SLO County is good, but the SLOAPCD seeks to improve air quality conditions in the County through a comprehensive program of planning, regulation, enforcement, technical innovation and education to promote the understanding of air quality issues. The clean air strategy of the SLOAPCD includes the development of programs for attainment of ambient air quality standards, adoption and enforcement of rules and regulations, and issuance of permits for stationary sources. The SLOAPCD also inspects stationary sources, responds to citizen complaints, monitors ambient air quality and meteorological conditions, and implements other programs and regulations required by the federal Clean Air Act (CAA) federal Clean Air Act Amendments of 1990 (CAAA) and the California Clean Air Act (CCAA).

In compliance with the CCAA, air districts submit Air Quality Attainment Plans (AQAP) primarily to address ozone non-attainment. SLOAPCD adopted the 2001 Clean Air Plan (CAP) to achieve and maintain the state ozone standard by the earliest practicable date. The CCAA also requires a triennial assessment of the extent of air quality improvements and emission reductions achieved through the use of control measures. As part of the assessment, the attainment plans must be reviewed and, if necessary, revised to correct for deficiencies in progress and to incorporate new data or projections. The AQAPs stress attainment of ozone standards and focuses on strategies for reducing reactive organic gas and nitrogen oxide emissions. It promotes active public involvement, enforcement of compliance with district rules and regulations, education in the public and private sectors, development and promotion of transportation and land use programs designed to reduce vehicle miles traveled within the region, and

implementation of stationary and mobile source control measures. The AQAPs, such as SLOAPCD's CAP, become part of the State Implementation Plan in accordance with the requirements of the CAAA.

### **Discussion**

**a) Will the project conflict with or obstruct implementation of the applicable air quality plan?**

**Less than Significant Impact.** SLO County is in attainment for federal PM standards but is in nonattainment for California's 24-hour and annual PM<sub>10</sub> standards. The SLOAPCD implements the CAP through its rules and permitting program with the goal of achieving compliance with the state PM<sub>10</sub> standard and the maintenance of the other standards. This project will not obstruct implementation of SLOAPCD's CAP. The continued long-term operation of this station will not require any additional employees, nor will the number of emergency response vehicle trips increase as a result of the project. Consequently, project implementation will not result in an increase in vehicle miles traveled and will not conflict with or obstruct implementation of SLOAPCD's air quality planning efforts. Furthermore, construction of the project will not result in the operation of any major stationary emission sources.

**b) Will the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?**

#### **Short-term Construction Emissions**

**Less than Significant with Mitigation.** Construction emissions are described as short-term or temporary in duration and have the potential to represent a significant impact with respect to air quality, especially fugitive PM<sub>10</sub> dust emissions. Fugitive dust emissions are primarily associated with site preparation and transportation of fill. They vary as a function of such parameters as soil silt content, soil moisture, wind speed, acreage of disturbance area and vehicle miles traveled by construction vehicles on and off site. Organic gas and nitrogen oxide emissions are primarily associated with gas and diesel equipment exhaust and the application of architectural coatings. With respect to the proposed project, demolition of existing facilities, grading and import of engineered fill, compacting site, and construction of new facilities will result in the temporary generation of emissions. These will occur during demolition, excavation, grading, clearing, material transport, employee commute trips, laying of concrete foundations, paving, frame erection, equipment installation, finishing, cleanup, landscaping and other miscellaneous activities.

The SLOAPCD has developed the following quantitative significance thresholds for construction emissions. This information as well as additional information used in this section and in the GHG section can be found on their website at:

[http://www.slocleanair.org/business/pdf/2010/CEQA/CEQA\\_Handbook\\_Final\\_2009\\_v03.pdf](http://www.slocleanair.org/business/pdf/2010/CEQA/CEQA_Handbook_Final_2009_v03.pdf).

Pollutant	Threshold <sup>(1)</sup>		
	Daily	Quarterly Tier 1	Quarterly Tier 2
ROG + NO <sub>x</sub> (combined)	137 lbs	2.5 tons	6.3 tons
Diesel Particulate Matter (DPM)	7 lbs	0.13 tons	0.32 tons
Fugitive Particulate Matter (PM <sub>10</sub> ),		2.5 tons	
Greenhouse Gases (CO <sub>2</sub> , CH <sub>4</sub> )	<i>Not Yet Established</i>		
1. Daily and quarterly emission thresholds are based on the California Health & Safety Code and the CARB Carl Moyer Guidelines.			

Without SLOAPCD-recommended mitigation measures listed below, temporary construction emissions could exceed these thresholds and violate or contribute substantially to an existing or projected air quality violation, especially considering the County's non-attainment status for PM<sub>10</sub>. As a result, this impact is considered potentially significant. Implementation of Mitigation Measures #1 & #2 (which is consistent with the SLOAPCD's standards) will reduce short-term construction-generated emissions to a less than significant level.

State law and SLOAPCD policy requires a good faith effort by lead agencies to quantify certain emissions and mitigate the effects to the extent feasible. SLOAPCD recommends use of URBEMIS software for this purpose. The following emission estimates for this project were calculated using Urbemis 2007 9.2.4 software. These estimates show both short-term construction emission estimates with and without proposed mitigations and long-term operational emissions. Estimates are well below the thresholds provided in Table 1. For entire report see Appendix C.

	ROG/NO <sub>x</sub>	PM <sub>10</sub> Fugitive Dust	PM <sub>10</sub> Exhaust	PM <sub>10</sub>	CO <sub>2</sub>
CONSTRUCTION EMISSION ESTIMATES (Short Term)					
(Units are Pounds/Day)					
2011 - Unmitigated	34.76	17.81	1.72	19.53	3,048.43
2011 - Mitigated	32.75	4.04	1.22	5.26	3,048.43
2012 - Unmitigated	25.81	0.01	1.42	1.43	2,074.26
2012 - Mitigated	20.11	0.01	0.13	.14	2,074.26
OPERATIONAL EMISSION ESTIMATES (Long Term)					
Station Buildings & Personnel	0.21	-	-	0.01	46.25
Station Vehicles	15.27	-	-	0.53	2,418.35

### **Mitigation Measure #1: Standard Mitigation Measures for Construction Equipment**

The standard mitigation measures for reducing nitrogen oxides (NO<sub>x</sub>), reactive organic gases (ROG), and diesel particulate matter (DPM) emissions from construction equipment to be used for this project are listed below:

- Maintain all construction equipment in proper tune according to manufacturer's specifications;
- Fuel all off-road and portable diesel powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);
- Use diesel construction equipment meeting ARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State off-Road Regulation; SLO County APCD CEQA Air Quality Handbook 2009 2-7
- Use on-road heavy-duty trucks that meet the ARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation;

- Construction or trucking companies with fleets that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g. captive or NOx exempt are fleets) may be eligible by proving alternative compliance;
- All on and off-road diesel equipment shall not idle for more than 5 minutes. Signs shall be posted on the job site to remind drivers and operators of the 5 minute idling limit;
- Electrify equipment when feasible;
- Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and,
- Use alternatively fueled construction equipment on-site where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.

**Fugitive Dust Mitigation Measures** - Fugitive dust is particulate matter that is less than ten micros in size (PM<sub>10</sub>) and is not emitted from defined point sources such as industrial smokestacks. Sources include open fields, graded or excavated areas, roadways, storage piles, etc. All fugitive dust sources shall be managed to ensure that dust emissions are adequately controlled to below the 20% opacity limit identified in the APCD Rule 401 *Visible Emissions* and to ensure that dust is not emitted off-site. Projects shall implement a set of fugitive dust mitigations to both minimize fugitive dust emissions and associated complaints that could result in a violation of the SLOAPCD Rule 402 *Nuisance*. The correct fugitive dust mitigation set for a given project depends on the project scale or proximity to sensitive receptors. For this project, the following fugitive dust mitigations will be used:

#### **Mitigation Measure #2: Fugitive Dust Mitigation Measures**

- Reduce the amount of the disturbed area where possible;
- Use water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible;
- All dirt stock-pile areas should be sprayed daily as needed;
- All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible, and building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
- All of these fugitive dust mitigation measures shall be shown on grading and building plans; and
- The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20% opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress.

#### **Measures to Reduce Short-Term Construction-Generated Emissions**

Reasonable precautions shall be taken to prevent particulate matter from becoming airborne, including, but not limited to the following:

- Covering open bodied trucks when used for transporting materials likely to give rise to airborne dust. The vehicles transporting soil to the site will be covered with tarps or other means to avoid generating significant quantities of dust on local roadways. A minimum of six (6) inches of freeboard will be maintained to minimize fugitive dust emissions.
- Installing and using hoods, fans, and fabric filters to enclose and vent dusty materials.
- Screening of all open-outdoor sandblasting and similar operations.

- Using water or chemicals to control dust during the demolition of existing buildings or structures.
- Areas of exposed bare mineral soil within the project area will be treated with water as needed to prevent excessive loss of native material and minimize fugitive dust emissions.
- Efforts will be taken to avoid tracking mud or soil onto the public roadways. If this occurs, the mud or soil will be promptly removed.

**Mitigation Monitoring** - SLOAPCD may conduct site visits to ensure that the air quality mitigation measures listed above were fully implemented. The lead agency has developed a Mitigation Monitoring and Reporting Program to ensure that these mitigations are carried-out.

### **Long-term Operational Emissions**

**Less than Significant Impact.** Operation of the project will not result in a net increase of long-term regional organic gas, nitrogen oxide, PM<sub>10</sub>, or local carbon monoxide emissions from area or mobile sources. The long-term operation of the proposed project will not require any additional employees, and will not result in any associated employee commute trip emissions. With respect to mobile source emissions, CAL FIRE will continue to operate a single engine out of this station and the average number of emergency calls will not change with project implementation. Area source emissions associated with landscaping and maintenance activities will take place at the same level as without the project. Project implementation will not result in the operation of any new major stationary emission sources.

The long-term facility operation will include a refueling facility, a source that currently exists on the project site and a backup generator, which will be a new source on this site. The backup generator will only be used during periods when there is a power outage and as such its use will be minimal. Operation of these stationary sources will be subject to SLOAPCD permitting and best available control technology requirements. Long-term operational emissions will not violate any air quality standard or contribute substantially to an existing or projected air quality violation.

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

**Less than Significant with Mitigation.** The station is an existing operation that will not substantially change following completion of the replacement facility – refer to Table 2. Construction of the project will generate short-term emissions of fugitive dust and mobile source emissions associated with the on-site equipment operation and off-site material and employee transport. This will only occur during a relatively short period when a variety of grading and trenching equipment will be used such as scrapers, bulldozers, excavators, compactors, front-end loaders, water trucks, back hoes, dump trucks, and other miscellaneous equipment. The numbers and types of equipment used during construction activities typically vary from day to day depending on the specific operations being conducted. The emissions produced during project construction are short-term in the sense that they will be limited to a short initial construction period and will only be experienced downwind of the project site which is primarily uninhabited pastureland. Implementation of Mitigation Measures #1 & #2, as described above, will reduce short-term construction-generated emissions to a less than significant level.

**d) Will the project expose sensitive receptors to substantial pollutant concentrations?**

**Less than Significant with Mitigation.** SLOAPCD defines sensitive receptors as people that have an increased sensitivity to air pollution or environmental contaminants. Sensitive receptor locations include schools, parks and playgrounds, day care centers, nursing homes, hospitals, and residential dwelling units. This proposed project does indeed have a number of residential dwelling units located within 1000 feet. There are also many tourists visiting the nearby area and the project is located along the margins of the community of Cayucos. Therefore, there are sensitive receptors within 1000 feet and the potential exists to expose these receptors to substantial concentrations of pollutants.

Implementation of Mitigation Measures #1 & #2, as described above, will reduce this impact to a less than significant level. In addition, the predominant weather patterns produce on-shore wind flows which normally carry dust and other pollutants uphill into uninhabited areas of the coastal plain and directly away from populated areas.

**e) Will the project create objectionable odors affecting a substantial number of people?**

**Less than Significant Impact.** The occurrence and severity of odor impacts depend on numerous factors including the nature, frequency, and intensity of the source; wind speed and direction, and the presence of sensitive receptors. Although offensive odors rarely cause any physical harm, they still can be very unpleasant, leading to considerable distress and often generating citizen complaints to local governments and regulatory agencies. The SLOAPCD has established Rule 402 *Nuisance* to address odor issues. The rule states that air contaminants shall not be discharged in quantities sufficient to constitute a public nuisance to any considerable number of persons or the public or that will endanger the comfort or repose of any person or the public. Project implementation will not result in any major sources of odor and because the proposed facility is not one of the common types of facilities that are known to produce odors (e.g. landfill, wastewater treatment, cannery, etc.). In addition, the diesel exhaust from the use of on-site construction equipment will be intermittent and temporary, and will dissipate rapidly from the source with an increase in distance.

Project construction and operation will not involve the use of any materials that could create objectionable odors with the exception of diesel exhaust and fuel vapors that may be considered to be an objectionable odor by some individuals. However, these odors are common to fire stations and construction sites. Because of the anticipated rapid dissipation of gases in the air and the distance to the nearest potentially sensitive receptors, potential for the project to generate objectionable odors is minimal over the current baseline. In addition, the predominant weather patterns produce on-shore wind flows which normally carry dust and other pollutants such as odors uphill into uninhabited areas of the coastal plain and directly away from populated areas. As a result of these factors, this impact is considered less than significant.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IV. Biological Resources. Will the project:</b> a) Have a substantial adverse effect, either directly or through habitat modifications, on any species	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<p>identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?</p>				
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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**Information about Biological Resources**

An inventory and assessment of biological resources was conducted, and informal consultations with the California Department of Fish and Game (CDFG) took place during this Initial Study. Local DFG staff in Los Osos did not express any concerns and stated there does not appear to be any potential significant resource concerns.

The California Natural Diversity Database (CNDDDB) was reviewed by for this project during the Initial Study. Data within 5 miles of the project area was queried and exported to a spreadsheet (see Appendix B). Approximately 15 species were revealed by this query. Most of these are dependent on specialized habitat that is not located within or near the project site and will not be discussed in detail. Examples include red-legged frog, steelhead and snowy plover which depend on riparian habitat, coastal dune scrub and other habitats and soil types that should not be affected by the project. The nearest riparian habitat is ½ mile north and south of the project site and the coastal habitat is 1/10 mile west on the opposite side of Highway 1.

The proposed project will affect an area containing an existing fire station facility and its landscaped grounds. Approximately six trees may need to be removed to allow for clearance of the building site or if roots are damaged during construction (see Figure 6 for trees location of trees that may need to be removed). This tree removal will be conducted in accordance with Coastal Commission policies administered by SLO County Coastal Planning. These trees are not native to the site and were planted after the current fire station was constructed. This entire coastal plain is naturally devoid of trees and

removal of a few of these existing trees will not compromise the biological benefits generally offered by trees such as bird nesting sites.

The biological review conducted for this Initial Study is considered adequate for a project of this type given the already highly developed condition of the project area, the degree of expected project associated impacts to adjacent habitat types, and the practices to be used for project implementation. The area of potential disturbance for this project includes the existing facility and approximately ½ acre of new area. The potential area of new disturbance is occupied primarily by annual grasses. This new area is considered relatively small and the risk of significant potential biological impacts is considered comparatively small.

## **Discussion**

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

### **Less than Significant with Mitigation Incorporated.**

Species that could potentially be impacted by the project are:

- *Layia jonesii* (Jones' tidytops) – This annual herb is endemic to SLO County and has an affinity for serpentine soils. It is currently found on the CNPS 1B.2 list which indicates plants with limited range in California. This listing also makes plants eligible for listing under CESA and requires protection under the Native Plant Protection Act.
- *Dudleya abramsii* spp. *Bettinae* (Betty's dudleya, serpentine dudleya) – This fleshy succulent herb is also endemic to SLO County and is also listed on CNPS 1B.2 and prefers serpentine rock outcrops. The project site has no rock outcrops and is not likely habitat for this species. The NDDB maps indicate locations of this plant approximately ½ mile up the hill to the east.

### **Mitigation Measure #3: Measures to Protect *Layia jonesii* and *Dudleya* ssp.**

Prior to any ground disturbance, a floristic investigation by a qualified person will be conducted on all areas of potential disturbance to determine if these plants are present. This survey may occur following the required geological evaluation that will survey for the presence of serpentine and NOA. If results of these surveys reveal the presence of these plants, appropriate protection measures will be developed in consultation with DFG personnel or a qualified botanist prior to project commencement.

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

**No Impact.** As mentioned previously, the nearest riparian habitat to the project site is the Pacific Ocean approximately 1/10 mile west on the opposite side of Highway 1, Toro Creek approximately ½ mile south, and Willow Creek approximately ½ mile north. No impacts are anticipated.

The proposed project will include the development of a Storm Water Pollution Prevention Plan (SWPPP). CAL FIRE shall develop the SWPPP and submit it for review/approval to the Regional Water Quality Control Board (RWQCB). This plan will include a number of actions designed to prevent construction-related impacts to the waters of the State. Some of these actions may include

the placement of barriers (such as hay-bales, wattles or sand-bags) along the south perimeter, the construction of drop-inlets with pre-filters to catch sediment, frequent inspection of drainage systems, best management practices, silt fencing, fibrous mats placed on slope bank, and other techniques developed in coordination with the RWQCB. By avoiding direct impacts and implementing these practices during construction, no impacts to riparian resources are expected.

The project site has been routinely used as a public facility for many decades. The new facilities will be constructed entirely within the existing boundaries of the fire station's main area. As the use and function of the facility and the surrounding area is not changing, no impact to wildlife and habitat resulting from this project is expected.

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

**No Impact.** No wetlands as defined by Section 404 of the Clean Water Act occur at the project site or will be affected by construction.

- d) ***Will the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?***

**Less than Significant Impact.** Several raptor, migratory, and other bird species are known to occur in the vicinity of the proposed project. Neo-tropical migratory bird populations are declining throughout the United States. The Migratory Bird Treaty Act protects most species of migratory birds from "needless" harm. California Fish and Game Code Sections 3503.5 and 3511 require protection for raptors and other protected birds as well as their nests and eggs. Lead agencies must consider impacts to those species potentially harmed by a proposed project.

Due to the small size of the construction site and the short term nature of the proposed activities, and since only 6 trees may need to be removed, the proposed project is unlikely to disturb any native resident or migratory fish or wildlife species, migratory corridors, or impede the use of native wildlife nursery sites.

- e) ***Will the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***

**Less than Significant Impact.** The proposed project includes the possible removal of one palm tree and 5 existing cypress trees. The SLO County Coastal Zone Land Use Ordinance requires a tree removal permit for trees that are over 8" DBH. As explained previously, the trees that are within the small construction zone will be removed if necessary. While these trees are not endemic to this area of the coastal plain and adversely impact visual resources according to some, wildlife, particularly small birds, may occasionally use the trees for nesting and cover. Most of the trees on this parcel are located along the perimeter boundary and will not be affected by the project. These perimeter trees are the largest and healthiest on the parcel and have the fullest crowns. Tree removal will be performed in accordance with Coastal Commission policies as administered by SLO County Coastal Planning and Permitting.

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

**No Impact.** The proposed project site is not within the boundaries of a Habitat Conservation Plan, Natural Community Conservation Plan, or other habitat conservation plan. The project does not conflict with implementation of any such plan in this part of SLO County. Existing facility has been in use for 46 years and no change in land use is proposed.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>V. Cultural Resources. Will the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Information about Cultural Resources**

From 1992 – 2000, CAL FIRE initiated inventories for cultural resources upon many of the land parcels which are either owned and managed by the Department or owned by other entities but leased to CAL FIRE for the operation of a state facility. This inventory work is on-going at the Demonstration State Forests, forest fire stations, nurseries, air attack bases, conservation camps, training facilities, Unit, Region, and Sacramento Headquarters and other CAL FIRE facilities and properties across the state. The survey work is intended to identify archaeological and historical sites, historic buildings, structures, and objects, traditional cultural properties, and other types of cultural resources located on CAL FIRE properties so these resources can be managed. This program was initiated in response to California Executive Order W-26-92, issued in 1992, which directed state agencies to complete such inventories and prepare plans for appropriate management and preservation of significant cultural resources located on state properties. In 2001 the Department completed a comprehensive Management Plan for its Historic Buildings and Archaeological Sites supported by a Programmatic Environmental Impact Report (Foster and Thornton 2001, Foster and Sosa 2001).

As part of this work, two comprehensive, statewide inventories for historic buildings and structures were completed by CAL FIRE’s consulting historian Mark V. Thornton. The first of these was an inventory and assessment of all 77 of CAL FIRE’s fire lookout stations (Thornton 1993) followed by an inventory and assessment of all FFS compounds, conservation camps, and administrative sites containing buildings or structures which were constructed prior to 1946 (Thornton 1994). A total of 189 pre-1946 buildings and structures were identified at 73 CAL FIRE facilities. Thornton did not evaluate the structures located at CFFS because at the time his report was prepared the structures were less than 45 years old. He did however, include information indicating the existing station buildings were constructed in 1964/1965 (Thornton 1994:901)

On January 19, 2005 an archaeological survey was conducted at the Cayucos FFS by CAL FIRE Senior State Archaeologist Linda Pollack (Sandelin 2005). The fire station buildings and improvements associated with the fire station were not recorded or evaluated as there were only 40 years of age at the time of her survey. No evidence of historic or prehistoric sites was noted.

In April, 2010, the entire project area was subjected to intensive cultural resource investigations by professional archaeologists (Dr. L. K. Napton and E. A. Greathouse) working for CAL FIRE through an archaeological services contract with California State University Stanislaus. These studies were conducted in accordance with *Archaeological Review Procedures for CAL FIRE Projects* (Foster and Pollack 2010). The work included a current archaeological records check at the California Historical Resource Information System (CHRIS) Central Coast Information Center (CCIC), other pre-field research, consultation with the Native American Heritage Commission and local Native American tribal groups listed on CAL FIRE's Native American Contact List for SLO County, and an intensive on-the-ground field survey conducted April 5, 2010. An overview of the cultural setting for this project area was also prepared by the archaeologists from Stanislaus State.

The cultural resource investigations by Napton and Greathouse produced the following results and work products:

- Other than the survey by Pollack listed above, no cultural resources investigations have been conducted previously on the project site, but there have been sixteen investigations within a one-quarter mile radius of the project APE.
- No prehistoric archaeological sites, features, or artifacts were identified in the APE of the project.
- The fire station compound, built in 1964/1965 (and now 45/46 years old) was considered potentially eligible as historical resources. A detailed 18-page site record for the compound was included in the final report. The individual buildings and associated features at the fire station were evaluated for eligibility for listing on the national or state registers of historical resources. Napton and Greathouse concluded (with concurrence by the Department's Historic Preservation Officer) that:

*The CFFS buildings and facilities do not meet any of the conditions specified in the eligibility criteria. Recordation and documentation did not yield information important to history, nor is further effort likely to do so; recordation has fulfilled their research potential. The integrity of the buildings has been compromised by numerous improvements and maintenance during the 45-46 years of their use (Napton and Greathouse 2010:15).*

- One management recommendation was included in the confidential archaeological report. This was:

*During and after demolition of the existing CFFS buildings and grading to prepare the construction site for new facilities, a fully qualified archeologist should be available to inspect the construction areas where earth will be disturbed (Napton and Greathouse 2010:15).*

This recommendation will be carried-out at the time of construction (probably by a CAL FIRE staff archaeologist) to ensure a less than significant impact to cultural resources).

## **Discussion**

- a) Will the project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?**

**No Impact.** The Cayucos FFS does not contain resources which could potentially be considered significant historical resources. None of the structures on site were evaluated by Thornton but were evaluated by Napton and Greathouse (2010) and found to be ineligible for listing on either the national or state registers. This analysis satisfies the requirements for historic building review

specified in the Department's Management Plan for Historic Buildings and Archaeological Sites (2001) which was developed in cooperation with the CSOHP.

**b) *Will the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?***

**Less than Significant Impact with Mitigations.** No prehistoric archeological resources were discovered at the Cayucos FFS during inventories by CAL FIRE archaeologists or by CAL FIRE's contract archaeologists as part of the Initial Study for the proposed project. It is possible, however, that significant prehistoric or historic cultural resources could be unearthed during excavations for this project which could result in a significant impact without mitigation. Therefore the following mitigation measure will be included in the project.

**Mitigation Measure #4: Monitor Subsurface Excavation for Archaeological Resources.**

CAL FIRE shall ensure that a qualified person is assigned to monitor subsurface excavations during the demolition and removal of the buildings and excavations for grading the project site. This work will be done by a professional archaeologist or an archaeologically-trained resource professional working in close consultation with a CAL FIRE staff archaeologist. The CAL FIRE staff archaeologist shall determine the timing and duration of required monitoring. Should any significant cultural resources be encountered, archaeological monitor shall have authority to halt excavations pending an evaluation and development of appropriate recommendations for their conservation and management and CAL FIRE shall carry out those recommendations.

**c) *Will the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

**No Impact.** The field surveys found no evidence of any paleontological resources on this project site, therefore there is likely to be no impact.

**d) *Will the project disturb any human remains, including those interred outside of formal cemeteries?***

**Less than Significant with Mitigation.** No human remains or associated grave goods were encountered during the archaeological surveys completed during this Initial Study and none are expected to be encountered during project construction. The disturbed nature of the site and highly-acidic properties of the soil make it highly unlikely for human remains to be located within the area slated for construction. Nonetheless, because of the project's location adjacent to a year-round stream, the possibility exists for human remains to occur within the project area. If human remains were unearthed and not protected in accordance with procedures in State Law (see below), this could be a potentially significant impact. To prevent this impact, the following mitigation measure shall be implemented.

**Mitigation Measure #5: Procedures for Inadvertent Discovery of Human Remains**

In accordance with the California Health and Safety Code, if human remains are discovered during ground-disturbing activities, CAL FIRE and/or the project contractor(s) shall immediately halt potentially damaging excavation in the area of the burial and notify the SLO County Coroner and a qualified professional archaeologist to determine the nature and significance of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or state lands (Health and Safety Code Section 7050[c]). Following the coroner's findings, the archaeologist and the Most Likely Descendent (designated by the Native American Heritage Commission) shall determine the ultimate treatment and

disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities of SLO County and CAL FIRE to act upon notification of a discovery of Native American human remains are identified in PRC § 5097.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VI. Geology and Soils. Will the project:</b>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### **Information About Geology and Soils**

CAL FIRE staff consulted with a Supervising Engineering Geologist at the California Geological Survey and a Professor of Geophysics at Stanford University concerning the proposed project. These experts helped identify and locate four references which were reviewed during the Initial Study. These are:

#### Fault-Rupture Hazard Zones in California (Hart and Bryant 1999)

This publication helps agencies carry-out requirements of the Alquist-Priolo Earthquake Fault Zoning Act (enacted in 1972) which is to regulate development near active faults so as to mitigate the hazard of surface fault rupture. The Alquist-Priolo Earthquake Fault Zone maps for SLO County indicate fault zones in the County but none in the immediate vicinity of the project area. As of June 1, 1997, 543 Official maps of Earthquake Fault Zones have been issued. These show the San Simeon fault zone is located approximately 20 miles northwest of the project, the Los Osos fault zone is about 15 miles

southeast of the project area, and the San Andreas fault zone is approximately 45 miles north east of the project.

#### Earthquake Shaking Potential for California (Branum *et. al.* 2008)

This is a detailed, color-shaded map showing the expected relative intensity of ground shaking and damage in California from anticipated future earthquakes. The shaking potential is calculated as the level of ground motion that has a 2% chance of being exceeded in 50 years, which is the same as the level of ground-shaking with about a 2500 year average repeat time. Although the greatest hazard is in areas of highest intensity as shown on this map, no region is immune from potential earthquake damage. The areas within San Luis Obispo County with the highest level of risk are located along the eastern edge of the county about 44 miles east of the project area. The Cayucos FFS project area is depicted on this map in light green shading which means:

*These regions are distant from known, active faults, and will experience lower levels of shaking less frequently. In most earthquakes, only weaker masonry buildings would be damaged. However, very infrequent earthquakes could still cause strong shaking here.*

#### City of Morro Bay Adopted Sphere of Influence Update – Municipal Service Review ( SLOAFCO 2007)

This is a comprehensive project description and analysis for the area in and around the proposed Cayucos FFS Replacement project. This plan assesses probable physical boundaries and service areas of the City of Morro Bay which is located only a few miles south of the project area. The detailed description of the geology/seismic risk of the region and its close proximity to this project made it particularly relevant to this study. Page 2-10 of this report shows the Cambria Fault - potentially active – located just southeast of this project. Page 2-9 contains the following description:

*The Sphere of Influence has steep, unstable slopes and a potentially active earthquake fault. The liquefaction hazard is high in the low lying areas. Coincidentally this includes much of the area that is currently under agricultural production. The landslide potential is ranked as High to Very High in most of the Sphere of Influence. This means that extensive geologic analysis would be needed prior to the construction of structures in this area. The Safety Element documents the instability of this area and cites several ordinances and regulations that must be complied with if development is to occur. The map on next page shows the Geologic Study Area and identifies the potentially active Cambria Fault.*

#### Geology for Planning: Cayucos and Cypress Mountain 7.5' Quadrangles (Kilbourne and Mualchin 1980)

Although now 30 years old (and therefore slightly out-dated), this report contains detailed descriptions and analysis of the geological conditions at the project area and areas immediately north and west of the project site. It analyzed 14 categories of geological information. These are: surface fault rupture, potential earthquake faults, historical seismicity, maximum credible earthquakes, maximum credible groundshaking, regional earthquake recurrence curve, Quaternary and historic landslides, liquefaction potential, 100-year flood plains, Whale Rock Dam failure flood plain, 100- and 500-year distant source tsunami run-up, seiche hazard potential, mercury and other valuable mineral deposits, and unique geologic features.

The report indicates that several Quaternary landslides are found in areas adjacent to the north above the station, but the map depicts no such area at the project site. The report also indicates the project site is located south of the zone mapped as an area of potential flood inundation in case of catastrophic failure of the dam at Whale Rock Reservoir and also south of the 100-year flood plain along the banks of Willow Creek, a small stream located ½ mile NW of the project site.

These studies and other information have revealed that the project site is located within a region plagued by landslides and earthquake faults. Although no fault zones are listed at the actual project site the Cambria Fault is located nearby to the south. The Department is confident that this project can be safely built at the existing site due to these considerations:

1. The existing fire station has been in existence for 45 years at the present location without incident. This is the best guide to the likely stability of this area.
2. The replacement station will be built using the California Building Code, which is regarded as the leading code on seismic design. All CAL FIRE stations are built to consider a design earthquake for the specific site using an Occupancy Category of IV as per the requirements of the California Building Code. These requirements are designed to ensure that a Forest Fire Station of this type, and other types of essential services facilities, will be functional after severe earthquakes so these facilities can respond to emergencies.
3. A geotechnical survey will be completed prior to construction to further develop safe station design.

### **Discussion**

**a) Will the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**

**i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)**

**Less than Significant Impact.** There are fault zones within San Luis Obispo County but none in the vicinity of the project area. The San Simeon fault zone is located approximately 20 miles northwest of the project, the Los Osos fault zone is about 15 miles southeast of the project area, and the San Andreas fault zone is approximately 45 miles north east of the project. The Cambria Fault is located just east of the project site.

In California, earthquakes are a part of daily life. The vast majority of these go unnoticed but unfortunately large earthquakes have and do continue to shake San Luis Obispo County. Public safety requires location of a FFS in this general area, and it is not possible to find a location free of landslide and earthquake-fault hazards. The existing Fire station has been in existence for 45 years without incident, and this fact alone attests to the likely stability of this area. As discussed below, the replacement station will be built to stronger building codes and therefore will be safer than the risk posed at the current station site.

The Division of the State Architect regulates construction standards of emergency services buildings pursuant to the Emergency Services Building Act of 1989 (ESBA). This act pertains to buildings at police stations, fire stations, and other types of facilities where emergency services are coordinated. The ESBA covers any emergency services building over 2000 square feet in size which houses emergency services apparatus such as engines, radios, base-stations, etc. It requires more stringent design criteria and frequent inspections. The proposed two building design includes 2 buildings meeting this criteria: a barracks building (approximately 3,526 ft<sup>2</sup>) and an apparatus

bay (approximately 3,033 ft<sup>2</sup>). The implementation of these ESBA criteria in the design and construction of this facility will ensure safe operations.

The seismic risk exposure is potentially heightened at this proposed project since buildings may be constructed on imported fill. This risk will be managed, however, by construction design. Only high-quality, engineered fill will be used for this project. This fill will be compacted and frequently tested during construction in accordance with code requirements. These requirements are designed to ensure seismic safety. Given these considerations, and the incorporation of Mitigation Measure #6 listed below, CAL FIRE has determined this project will result in a less than significant impact with respect to impact from the rupturing of an earthquake fault.

**ii) Strong seismic ground shaking**

**Less than Significant with Mitigation.** Large earthquakes have occurred in San Luis Obispo County. One of the largest near the project site was a strong earthquake of magnitude 6.5 that struck on Monday, December 22, 2003. The epicenter was 7 miles Northeast of San Simeon, at a depth of 5 miles. The earthquake was located approximately 25 miles northwest of Cayucos in a sparsely populated portion of the state producing moderate damage. This earthquake occurred on a small fault which stems off the San Andreas Fault. The fault mechanism is known as a thrust with an assumed rupture zone which propagated from the northwest towards the southeast. It has been estimated that locally the coast range was uplifted approximately 12 inches by this event. Two people were killed and about 40 buildings collapsed, or were severely damaged, in the Paso Robles area, which is located about 24 miles from the epicenter. The deaths occurred due to the collapse of an unreinforced masonry building in the historic section of downtown Paso Robles. Public school buildings performed very well in the earthquake and only non-structural damage was observed. The construction on fill material demands that consideration be given for seismic safety. The proposed buildings and structures will be constructed in compliance with the Uniform Building Code for seismic safety and implementation of this mitigation measure will further ensure safe construction.

**Mitigation Measure #6: Procedures to ensure seismic safety.** A geotechnical survey will be completed prior to project implementation to determine appropriate measures to ensure that the proposed new facility is constructed in a manner that will withstand potential seismic activity and minimize or eliminate the risk of significant slope failure, or soil movement. The project will be designed and built in accordance with the professional recommendations made during the geotechnical survey of the project site.

**iii) Seismic-related ground failure, including liquefaction?**

**Less Than Significant Impact.** Soil liquefaction occurs within relatively loose, cohesionless sands located below the water table that are subjected to ground accelerations from earthquakes. Fill material used will be densely compacted. Mitigation #6 and use of appropriate building materials and techniques and strict adherence to all applicable seismic safety standards will minimize the risk of liquefaction. Liquefaction is not known to have occurred in the immediate area in the 46 year history of the existing facility.

**iv) Landslides?**

**Less Than Significant Impact.** The project site has some potential to be affected by local or regional landslides or other mass-wasting characteristics due to known slope instability. Mitigation #6 and use of appropriate building materials and techniques and strict adherence to all

applicable seismic safety standards will minimize the risk of landslides. Construction of a retaining wall along the uphill side of the facility will be designed to reduce potential ground movement and will be engineered to standards resulting from the seismic survey that will be performed.

**b) Will the project result in substantial soil erosion or the loss of topsoil?**

**No Impact.** A large portion of the proposed project area is already covered by existing facilities and roads. While construction of the project will require grading and trenching, these activities will result in minor alterations to localized topography and disturbance of surface soils. These alterations are not expected to have significant adverse effect on preservation of soils. The project will be constructed in accordance with applicable state guidelines to minimize erosion and loss of topsoil.

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

**Less than Significant with Mitigation.** A geotechnical survey will be required due to known slope instability issues. Mitigation Measure #6 above will ensure that the project is designed to address the geological stability of the area and ensure the proper design and safe long-term operation of the new facility.

The project area is located on the Diablo soil series containing both Los Osos-Diablo and Diablo-Cibo clay complexes. The Diablo series is a member of the fine, smectitic, thermic, family of Aridic Haploxererts. These soils are considered moderately deep, well drained with high runoff and low permeability, low to moderate erodibility, low shrink/swell ratios, are not hydric and are clayey and clay/hardpan in texture.

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

**No Impact.** The proposed project includes construction upon compacted fill which will be rigorously tested to ensure stability. No expansive soils issues have been identified, hence, the site is not believed to be located on expansive soils as defined in Table 18 18-1-B of the Uniform Building Code. Additional information regarding soils and geology will result from the geological testing and evaluations that will be performed and any necessary design modifications will be revealed at that time.

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

**No impact.** Construction of water/sewer lines is incorporated into this project and will utilize the community sewer system.

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ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**VII. Greenhouse Gas Emissions. Would the project:**

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?      | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**Information about Greenhouse Gas Emissions (GHG)**

Greenhouse gases defined by State law include: carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), and three groups of synthetic, fluorinated gases including hydrofluorocarbons (HFC), perfluorocarbons (PFC), and sulfur hexafluoride (SF<sub>6</sub>). The US EPA also recognizes these same six GHGs that were also the subject of the Kyoto Protocol. Additional GHGs recognized scientifically are water vapor (H<sub>2</sub>O) and ozone (O<sub>3</sub>). GHGs in order of abundance are water vapor, carbon dioxide, methane, and ozone. Water vapor (H<sub>2</sub>O) is the dominant GHG comprising approximately 95% of the earth’s atmosphere and two-thirds of the “greenhouse effect”. H<sub>2</sub>O, CO<sub>2</sub>, CH<sub>4</sub>, and O<sub>3</sub> occur both from natural and manmade sources, whereas the fluorinated gases are primarily produced by industrial processes.

The “greenhouse effect” refers to the atmospheric process by which heat radiated from the earth is absorbed by GHG and trapped or re-radiated in all directions. The atmosphere (including the greenhouse effect) moderates and protects the earth by warming and cooling the surface to create survivable conditions. “Global warming” is a recent phenomenon where some evidence indicates that the earth’s average temperature is increasing at a rapid rate since the industrial revolution due to anthropogenic GHG emissions. There is considerable study and debate around the world to determine how human activities are influencing climate change and how to address the issue.

Many governmental bodies around the world, including California and the US EPA, have adopted policies that are intended to reduce human-caused GHG emissions. Current policy in California (AB32) is focused on reducing man-made GHGs, primarily CO<sub>2</sub>. Although H<sub>2</sub>O is the dominant GHG in the atmosphere, H<sub>2</sub>O has not yet been legally defined as a GHG in California and policy has not yet been adopted to reduce human H<sub>2</sub>O emissions. CO<sub>2</sub> reduction policies such as AB32 will likely be carefully balanced over time, especially in states like California which produce significant outputs of agriculture and wood fiber. CO<sub>2</sub> is the most fundamental component of the carbon cycle and is largely responsible for all food. Increased atmospheric CO<sub>2</sub> levels are likely to result in increased agricultural and fiber production which can occur with less demand for water and many scientists believe that increased atmospheric CO<sub>2</sub> will be necessary to meet future food demands. Science must determine the proper balance between reducing global warming and maintaining the carbon cycle, otherwise, atmospheric CO<sub>2</sub> reduction policies could be detrimental to the agriculture and timber industries in California and to global food supplies.

The SLO County APCD has not yet established significance thresholds for GHG emissions from project operations. Nonetheless, GHGs (CO<sub>2</sub> and CH<sub>4</sub>) from all projects subject to CEQA must still be quantified and mitigated to the extent feasible. The California Office of Planning and Research (OPR) has provided the following direction for the assessment and mitigation of GHG emissions:

- Lead agencies should make a good-faith effort (see Appendix 1), based on available information, to calculate, model, or estimate the amount of CO<sub>2</sub> and other GHG emissions from a project, including the emissions associated with vehicular traffic, energy consumption, water usage and construction activities;

- The potential effects of a project may be individually limited but cumulatively considerable. Lead agencies should not dismiss a proposed project's direct and/or indirect climate change impacts without careful evaluation. All available information and analysis should be provided for any project that may significantly contribute new GHG emissions, either individually or cumulatively, directly or indirectly (e.g., transportation impacts); and,
- The lead agency must impose all mitigation measures that are necessary to reduce GHG emissions to a less than significant level. CEQA does not require mitigation measures that are infeasible for specific legal, economic, technological or other reasons. A lead agency is not responsible for wholly eliminating all GHG emissions from a project; the CEQA standard is to mitigate to a level that is "less than significant."

**a) *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***

**No Impact.** This project involves replacement of an existing facility and GHG emission levels for operation of the new CFFS are expected to remain static when compared to current emissions. Improved building materials and construction techniques and standards will likely produce a slight reduction in GHG emissions at the new facility over the long term operational period. A temporary increase in GHG emissions at the site due to short term construction is expected. This increase is considered less than significant for three reasons: (1) Air quality mitigations #1 & #2 are recommended by SLOAPCD as effective methods for reducing GHG emissions; (2) The temporary duration of construction will increase emissions at the project site for approximately 1 year; and, (3) It is reasonable to assume that short term construction at this project will not produce a net increase in emissions due to the fact that the vehicles and equipment used during demolition and construction would likely be in operation elsewhere during this same period if this project was not proposed. It is most common for contractors who perform this type of work to fully utilize their equipment and move from job to job to maintain full capacity utilization. A net increase in emissions is only possible if equipment used for this project would otherwise not be in use which is considered not likely. It is not likely that this equipment will be brand new and placed into service only for this project.

Based on this reasonable assumption that the short term construction emission sources proposed for this project will be in operation whether on this project or elsewhere, the net GHG emissions will likely remain unchanged. The exact location of this equipment and the associated emissions whether at this project site, or at another site in SLO County, in California or elsewhere is not an important consideration regarding potential environmental impacts since climate change due to the "greenhouse effect" can only be estimated on a global scale. Scientific evidence seems to indicate that potential impacts may result from the components of the earth's atmosphere but that once they are present there is little importance if these components originated at this project location or elsewhere.

Potential significant environmental impacts from GHG emissions may result over time due to changes in global climate patterns. Scientific evidence, expert opinion and common sense seem to agree in fact that the earth's climate is not static but extremely complex and dynamic. Warming and cooling cycles of various durations, speeds, and intensities occur constantly. The causes of climate change are not well understood and are widely debated by climatologists and meteorologists throughout the world.

CEQA Guideline § 15064.4 requires a lead agency to make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate, or estimate the amount of Greenhouse Gas (GHG) emissions resulting from a project, and make a careful judgment to determine

significance. The analysis presented in this Initial Study was conducted in accordance with the GHG analysis requirements found in the CEQA Guidelines and utilized recently published technical guidance for CEQA environmental impact studies (ICF Jones and Stokes 2007, CAPCOA 2008, and OPR 2008).

### **Total GHG Emissions**

The short term (construction) and long term (operations) estimates of GHG emissions that would result upon approval of this proposed project are summarized on Table 2 (see page 42). The complete GHG emission estimate report (obtained from Urbemis) is presented in Appendix C (see page 83). Based upon analysis of these data, CAL FIRE has determined this project would not result in significant levels of GHG emissions and therefore would not result in an impact upon the environment.

### **Significance Assessment**

CAL FIRE has not established a significance threshold for GHG emissions and additional research is required before a useful threshold for these types of projects can be established. One recent study has suggested a GHG significance threshold of 900 metric tons, as a single event, for small-scale residential projects (CAPCOA 2008: 43). This would be the approximate volume of GHG emissions associated with a residential project involving 50 single-family residential units. GHG emissions of commercial projects can vary substantially. A 30,000 square-foot office complex emits about 800 metric tons of CO<sub>2</sub>e per year while a 30,000 square-foot supermarket project emits an estimated 4,300 metric tons per year of CO<sub>2</sub>e (CAPCOA 2008: 43).

By comparison, this project would emit considerably lower levels of GHG emissions. It is CAL FIRE's determination that this level of GHG emission would not result in an impact upon the environment.

### ***b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?***

**No Impact.** SLOAPCD has not presently established a significance threshold limit for GHG emissions. The Legislature passed and the Governor signed AB32, The Global Warming Solutions Act of 2006. This law requires the Air Resources Board (ARB) to adopt strategies to reduce GHG emissions to baseline 1990 levels by 2020, and by 2050 to reduce emissions to 80% of 1990 levels. In December 2007, the Board approved the 2020 emission limit of 427 million metric tons of carbon dioxide equivalent (MMT<sub>CO<sub>2</sub>E</sub>) of greenhouse gases.

This proposed project is not considered likely to conflict with AB32 and the goals stated above due to the following two reasons:

- (1) Long-term operational GHG emissions from the new CFFS are expected to be the same or slightly lower than the existing CFFS due to improved building materials and advances in construction techniques and regulations. Operations and activities at the proposed facility are not expected to change in a manner that would significantly increase GHG emissions.
- (2) Short term construction emissions as discussed above are not likely to cause a net increase in GHG emissions. These emissions (see Table 2) are expected to last approximately 1 year and the proposed project is a relatively small construction project (one large building to be replaced) that will not require a large workforce with numerous vehicles. Construction is expected to be

completed several years prior to the 2020 deadline and it is reasonable to assume that this relatively small (+/- 1 acre of construction area) project will not be “cumulatively considerable” by ARB at that time.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VIII. Hazards and Hazardous Materials. Will the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, will it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, will the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, will the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Discussion**

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

**Less than significant Impact.** The proposed project involves the replacement of existing, 45 to 46-year-old buildings with modern buildings which will supply the same services provided by the existing station. Based upon the age of the existing buildings and consideration for the types of

construction materials typically used during that time, it is possible that hazardous wastes (such as asbestos-containing-materials and/or lead-based paint) may be generated during demolition activities. If identified, these materials will be handled in accordance with all applicable regulations.

Current standards governing these types of stations allow for use and storage of only modest amounts of sensitive materials (paint, cleaning agents, etc.). The transport and storage of these materials meets all local, state, and federal regulations, licensing, and protocols. The proposed project will include a new building for the storage of flammable materials but this building will be designed and constructed to meet all respective code and flammable materials standards. All on-site petroleum storage tanks will also be designed and installed in accordance with current requirements. There will be no increase in volume of any sensitive materials currently stored in the existing building at the site.

**b) Will the project create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?**

**Less than Significant Impact.** See discussion in Section VIII(a) above. Hazardous wastes, such as asbestos-containing-materials or materials containing lead-based paint may be generated during demolition activities. These materials will be abated by a licensed contractor in full compliance with all applicable regulations. Minor amounts of waste oils and other vehicle fluids may be generated as a result of the normal operations of the FFS; however, no other hazardous wastes will be generated as part of the project.

**c) Will the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

**No Impact.** There are no proposed or existing schools within one-quarter mile of the Cayucos FFS.

**d) Will the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, will it create a significant hazard to the public or the environment?**

**No Impact.** The proposed project site is not included on any list of hazardous materials sites.

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

**No Impact.** The proposed project site is not located within two miles of a public or private airport. The nearest airport is in San Luis Obispo and is approximately 22 miles southeast of the project.

**f) For a project within the vicinity of a private airstrip, will the project result in a safety hazard for people residing or working in the project area?**

**No Impact.** The proposed project site is not located in the vicinity of a private airstrip.

**g) Will the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

**No Impact.** Highway 1 is a designated evacuation route. Portions of the project site are within a draft tsunami inundation zone currently being prepared for several coastal communities. Maintenance of the emergency services infrastructure including CFFS is considered vital to ensuring public safety during any future evacuations. Project is necessary to help maintain this capability.

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

**Less than Significant Impact.** The proposed project site is located within an area designated as a moderate fire hazard severity zone. The firefighters that will be assigned to this station upon project completion will be responding to emergency incidents including wildland fires. Such personnel will be exposed to risk of injury or death involving wildland fires, however these personnel are highly trained firefighters that utilize a number of techniques to ensure safety. These risks occur with the existing baseline conditions at the station which will not increase as a result of the project. Project is considered necessary to ensure public safety through maintenance and improvement of emergency services infrastructure.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IX. Hydrology and Water Quality. Will the project:</b>				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there will be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells will drop to a level that will not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which will result in substantial on- or off-site erosion or siltation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which will result in on- or off-site flooding?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which will exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that will impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Result in inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion**

**a) Will the project violate any water quality standards or waste discharge requirements?**

**Less than Significant Impact.** The project will not violate any water quality standards or waste discharge requirements. Storm water run-off drainage systems at the project site will be improved to create environmental benefits. One possible construction might be the installation of a sand/oil separator is one such improvement that might be utilized. If built on this project, separator will treat any surface run-off prior to discharge. Other design alternatives might include the use of natural vegetation as bio-filter, vegetated swales, retention ponds, or other devices to avoid impacts from peak storm water runoff and to treat and manage the drainage. The Department shall employ and utilize storm water management BMPs.

If any steam cleaning, degreasing, etc, is needed to clean apparatus it will be performed at a designated location (at the Unit Auto Shop) where any runoff or waste can be collected. Construction at the site will be subject to requirements of the NPDES Construction Storm Water Permit, which will be developed in consultation with the RWQCB and implemented prior to any construction activities.

CAL FIRE and/or its representatives and contractors shall be responsible for securing the General Construction Activity Storm Water Permit (SWPPP) from the RWQCB prior to the initiation of any ground-disturbing construction activities. CAL FIRE will assure that all sediment and erosion control measures specified in this permit are implemented for the duration of the project. A copy of this permit will be retained on the construction site; copies will be provided to all contractors and other parties that will be responsible for implementing the permit’s best management practices for water quality. Any necessary storm water quality sampling and reporting associated with the storm water permit shall be the primary responsibility of the project contractor.

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

**No Impact.** New waterlines will be constructed to access and continue to use the existing service point provided by SLO County Public Works. A 50,000 gallon fire water storage container will be bolted to a concrete pad, unless sufficient fire suppression water proves to be available on site.

**c) *Will the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which will result in substantial on- or off-site erosion or siltation?***

**Less Than Significant Impact.** The project will not substantially change any existing drainage patterns or create new drainage patterns although there will be an increase in the amount of impervious area at the facility. Currently, approximately 20-25% of the 3.6-acre parcel is covered with buildings, sidewalks, roadways, and other impervious surfaces. To meet current operational needs, provide greater safety, and comply with the American Disabilities Act, the new facility will have slight increase in area of impervious surfaces when compared to the existing facility. We estimate approximately a 30% increase in total area of impervious surfaces when comparing the new facility with the existing one. This is due to:

1. Drive-through apparatus bays and ability to safely navigate equipment around the buildings requires larger paved surfaces that what was needed in the 1960s.
2. The current facility has no parking area. The new facility will have employee and visitor parking.

The effects of increased impervious areas will be mitigated by improved runoff strategies over existing conditions, and will be treated before being dispersed off-site. The various treatment options which may be utilized are discussed in Subsection (a) above. The drainage system will be constructed in accordance with storm water management BMPs, and utilizing recommendations following the geotechnical study, to manage, treat, and control the disbursement of run-off from the facility to ensure that no significant environmental effect will result.

**d) *Will the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which will result in on- or off-site flooding?***

**No Impact.** The project site is on the lower portion of the coastal plain. Slopes are gentle, approximately 10-15%. The site and all adjacent areas are well vegetated and not near any streams. Proper drainage control during construction in accordance with the SWPPP should eliminate potential impacts.

**e) *Will the project create or contribute runoff water which will exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?***

**No Impact.** The parking area will be treated with appropriate storm water BMP. The slope below the paved area flattens and is well vegetated and should capture and reduce any runoff to a level of insignificance.

**f) *Will the project otherwise substantially degrade water quality?***

**No Impact.** There are no expected adverse impacts to water quality after the project is completed. It is anticipated that the required geotechnical surveys and analysis will yield design modifications that will further reduce the likelihood of impacts related to soils, water, and erosion.

**g) Will the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**

**No Impact.** The project site is located at an elevation of approximately 60’ and is not within a 100-year flood plain location.

**h) Will the project place within a 100-year flood hazard area structures that will impede or redirect flood flows?**

**No Impact.** See Discussion in IX (g).

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

**No Impact:** The proposed project is located ½ mile north of Toro Creek and ½ mile south of Willow Creek, neither of which pose a significant flood threat. Whale Rock Reservoir is located 2 miles north of the project site and catastrophic failure of the dam would flood portions of Cayucos well north of the project area. The first responders would be from CFFS and this project improved that capability.

**j) Will the project result in inundation by seiche, tsunami, or mudflow?**

**No Impact.** The existing facility is partially within the draft tsunami inundation zone currently being mapped by CAL FIRE and NOAA. The extent of the inundation zone is not precisely known and will be a function of the size and location of the earthquake. This project does not change the overall building layout or modify the slope of the hill relative to the inundation zone in any way that would affect the impacts of a tsunami. Maintenance and improvement of emergency services capabilities resulting from this new station will potentially benefit the community should a tsunami strike.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>X. Land Use and Planning. Will the project:</b>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion**

**a) Will the project physically divide an established community?**

**No Impact.** Construction and operation of the project will occur within the boundaries of the existing fire station parcel. Reconstruction of the station will not physically divide an established community.

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

**Less Than Significant Impact.** The existing fire station is located within the Coastal Zone as established by California Coastal Act of 1976. Activities such as construction and tree removal proposed for this project are strictly controlled. A number of local, state and federal agencies have authority over different activities but the Coastal Commission is the primary agency responsible for administering coastal protection policies. In many areas, including San Luis Obispo County, the Coastal Commission partners with local government to implement these regulations by creating Local Coastal Programs (LCPs). All project activities will be in accordance with the policies of the SLO County Coastal Planning office. All necessary development permits will be obtained by CAL FIRE or the contractor prior to construction or tree removal. Since the property is owned by the State further development of the parcel is not subject to conformance with the county general plan. The replacement project is consistent with the current uses of the site.

**c) Will the project conflict with any applicable habitat conservation plan or natural community conservation plan?**

**No Impact.** The project site is not located within a habitat conservation plan or natural community conservation plan area. Therefore, no potential conflicts with such plans will occur and no impact will occur.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XI. Mineral Resources. Will the project:</b>				
a) Result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion**

**a) Will the project result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?**

**No Impact.** The property is already developed as the Cayucos FFS so the area is not available for mineral withdrawal. The site is also not known to have a potential for mineral production.

**b) Will the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?**

**No Impact.** The site is not designated in the general plan as having locally-important mineral resources.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XII. Noise. Will the project result in:</b>				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, will the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, will the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion**

**a) Will the project create exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?**

**Less than Significant Impact.** The proposed project will not result in a substantial increase in ambient noise levels since the project essentially replaces an existing facility. Operational noise generated by the project will be primarily associated with the operation of onsite equipment (i.e., compressors, pumps, heating, and ventilation and air conditioning units); as well as the occasional sounding of emergency sirens and radio traffic through exterior speakers, which is common occurrence now. Construction activities, especially demolition, grading, framing, and paving, will cause a short-term increase in noise levels. These levels are not expected to be significant because they will be confined to regular weekday business hours, they will only be for short, non-reoccurring periods, and all equipment will be maintained in accordance with workplace standards. This short term construction noise is expected to be in conformance with the County noise ordinance. Highway 1 causes consistently high traffic noise which will dampen the noise

caused by construction. Following construction, noise levels will return to those heard for the past 45 years.

**b) Will the project create exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?**

**No Impact.** Construction activities will not involve the use of explosives, pile driving or other intensive construction techniques that could generate vibration or noise.

**c) Will the project create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**

**No Impact.** The replacement fire station will not have a substantially different noise profile than that of the existing station.

**d) Will the project create a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**

**Less than Significant Impact.** All construction activities will be limited to daytime hours of operation. No work activities will occur at night or on weekends. The construction activities at the actual project site will temporarily increase noise levels in the area, most noticeably to the residents along Chaney Avenue, but the dampening effect of the constant traffic on Highway 1 and the strong ocean breezes will minimize these impacts. Noise levels could reach 85 dBA within the project site for short periods with the use of earthmoving and demolition equipment. Maximum noise level at the outer edge of the construction site is estimated to be 76 dBA.

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

**No Impact.** The project is not located within the immediate vicinity of a commercial or private airport. Due to the distance to the nearest airports, the project site will not be subject to high levels of aircraft noise and will, therefore, not result in a safety hazard for people residing or working in the area.

**f) For a project within the vicinity of a private airstrip, will the project expose people residing or working in the project area to excessive noise levels?**

**No Impact.** See (e) above.

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

- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

**Discussion**

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

**No Impact.** The replacement of a FFS will not, by itself, induce growth. The project will only result in the replacement of the existing facilities at the station. Staffing should remain at or near current levels.

- b) **Will the project displace substantial numbers of existing homes, necessitating the construction of replacement housing elsewhere?**

**No Impact.** The project will not involve the displacement of housing or necessitate construction of replacement housing. The project will provide new barracks for firefighters.

- c) **Will the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?**

**No Impact.** The development of the project may require the use of an alternate facility for the four personnel who work at this station. It is likely that they will temporarily relocate to another nearby fire station. This is an operational decision and does not constitute an impact to these personnel.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**XIV. Public Services. Will the project:**

- a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion**

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

**Fire protection?**

**Less than Significant Impact.** The site is currently served by the existing fire protective infrastructure. Operations will be in accordance with the Uniform Fire Code, with inspections conducted by the State Fire Marshall and CAL FIRE. The project will not result in any changes to the projected population of the area. Replacement of the FFS at the project site will not degrade existing levels of fire protection and emergency response.

Response times within the primary area of responsibility for initial attack may change slightly during the construction period. The existing engine and crew housed at this station may be temporarily reassigned to a nearby location during the 12-18 month construction period or temporary housing will be placed on site. The engine from the station will be situated either on site or at a nearby location in Cayucos or Morro Bay during the 12-18 month construction period to maintain response times to the greatest extent possible. Fire protection services will be maintained.

**Police protection?**

**No Impact.** CFFS will provide its own security through the presence of personnel onsite when in operation. This project will result in a new facility being constructed on the same property where the existing facility is located.

**Schools?**

**No Impact.** The project does not include any residential uses other than housing for fire fighting personnel, nor will increase the amount of residents or need for the construction of new facilities. The new station will not affect schools except to maintain and improve emergency response capabilities.

**Parks?**

**No Impact.** Parks or other recreational facilities will not be displaced by the proposed project since the project will be developed on state-owned property dedicated to fire protection. In addition, the FFS will not add residences to the project area that could result in increase demand for parks or other recreational opportunities.

**Other public facilities?**

**No Impact.** The FFS will be maintained by permanent and seasonal CAL FIRE staff located at the project site. No new public facilities (power, telephone, sewer, water) will be required, and existing facilities will not be affected. Therefore, the project will not result in the need for new public services.

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ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**XV. Recreation. Will the project:**

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?                       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**Discussion**

**a) Will the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated?**

**No Impact.** The project will not generate demand or affect existing recreational facilities since the project will not generate any increase in population. Personnel use on-site equipment for exercise and recreational purposes.

**b) Will the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?**

**No Impact.** The station will be constructed on the site of an existing station; the project will not displace existing recreational land uses and is not available for public recreational use. The project does include recreational exercise equipment identical or similar to the existing facility. Equipment consists of exercise machines and equipment that will be inside buildings and should not cause any noticeable impacts to the environment.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVI. Transportation/Traffic. Will the project:</b>				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- intersections) or incompatible uses (e.g., farm equipment)?
- e) Result in inadequate emergency access?
- f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

**Discussion**

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

**Less than Significant Impact.** The site currently has an operating fire station which has been in place for 45 years. The project will not result in a change in operations in that similar fire and rescue equipment will continue to be stationed at this station. Access to the existing fire station is from the Chaney Avenue to State Highway 1. The project will not change this access point to the property. The existing station does not have access problems with fire equipment to Highway 1 because of favorable grades and sightlines. All construction equipment and materials will enter the property from the existing driveway. No equipment or supplies will be stored in the state highway right-of-way. Implementation of the project will result in a temporary increase in vehicle traffic along State Highway 1 associated with short-term construction-related activities. Long-term operation of emergency response and employee vehicles will remain the same because of the replacement nature of the project.

Short-Term Construction Traffic

Potential short-term increases in traffic will be associated with construction of the project. The transport of engineered fill (if required) has the greatest potential for traffic-related impacts as the truck trips could create traffic issues. These trips will be completed during daylight hours and would be only short-term impacts during the construction period. These trips will end as soon as sufficient quantities of material have been transported to the site. This section of Highway 1 is straight so that traffic in both directions has good visibility.

The short-term traffic impacts related to other construction vehicle traffic is also considered to be less than significant. Assuming that a maximum of ten construction workers will commute to the site daily over the course of project construction, construction activities will result in approximately 20 employee trips per day. Assuming an additional 10 trips per day for the transport of equipment and materials to and from the project site, construction of the project will result in a total of approximately 30 average daily trips (ADT). Because construction of the project will result in an increase in ADT of only 30 or less and because projected ADT will not exceed the estimated capacity of State Highway 1, impacts associated with the short-term increases in construction traffic attributable to the project are considered less-than-significant.

### Long-Term Operational Traffic

Because the proposed project will replace an existing facility without any increase in staff or number of engines housed, the long-term operational traffic remains the same. The project will not introduce substantially different fire and rescue equipment to the station.

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

**No Impact:** This section of State Highway 1 generally has high traffic volumes. The existing entrance to the fire station is well designed and has good sightlines for departure under emergency conditions. The new station will not increase traffic congestion or the local level of service on the state highway. Although construction of the project will result in a slight, short-term increase in traffic, the increase is not considered significant.

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

**No Impact.** The project will not increase the population in the area, nor will it involve any changes in air traffic operation.

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

**No Impact.** The replacement facilities do not change the configuration of State Highway 1 or Chaney Avenue resulting in any hazardous conditions. The station will continue to have the same or similar fire and rescue equipment currently used at this facility.

**e) *Would the project result in inadequate emergency access?***

**No Impact.** The project will not involve alteration of any roadways that will reduce emergency access. All construction activity will be contained on site and will not require the closure of any nearby roadways at any time during construction. The engine and crew may be temporarily moved to an alternate location in Cayucos or Morro Bay if there are any potential response limitations during construction.

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

**No Impact.** The project will not result in any permanent features that could affect regional transportation and will not result in alteration of any existing facilities nor interfere with construction of any future planning facilities that are intended to serve alternative modes of transportation (i.e., bus turnouts, bicycle lanes, etc.). No conflict with adopted alternative transportation plans for policies will occur in association with operation of the project.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVII. Utilities and Service Systems. Will the project:</b>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project’s projected demand, in addition to the provider’s existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion**

**a) Will the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**

**No Impact.** The proposed project will not exceed wastewater treatment requirements of the RWQCB. CAL FIRE will adhere to all applicable requirements.

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

**No Impact.** The proposed project includes the replacement of the site’s existing water and sewer lines. These will connect to the existing service points maintained by SLO County Public Works. There has not been a significant environmental impact associated with the existing system and the replacement system should not cause significant impacts.

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

**Less than Significant Impact.** The proposed project does include the construction of new storm water drainage facilities. Short-term adverse environmental impacts will be minimized through implementation of the SWPPP and other safeguards in place to minimize the movement of sediment during construction (see discussion in Section VIIIa above). The long-term impact is expected to reduce environmental impacts from existing conditions resulting from existing storm water drainage facilities. The area where construction of the new facilities will occur is already developed. Appropriate storm water drainage facilities will be constructed at the new station. Engineering and design modifications may result from the geotechnical evaluations performed to address slope instability issues. All such changes will be incorporated into a revised document explaining the expected effects.

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

**No Impact.** Water and sewer are utilities currently provided by SLO County Public Works. These services are expected to continue at approximately the same level following completion of the new facility. A 50,000 gallon fire water storage tank will be built on site.

**e) Will the project result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project’s projected demand, in addition to the provider’s existing commitments?**

**No Impact.** All wastewater will be disposed of on site. See Item (a-b) above.

**f) Will the project be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?**

**No Impact.** During the demolition and construction period, there will be a minor increase in the quantities of materials delivered to the local landfill. However, Best Management Practices for CAL FIRE construction projects include provisions for recycling and salvaging materials to minimize impacts to landfills. The demolition materials generated from this proposed project will be separated, salvaged, and recycled, as feasible. There is no long-term change in solid waste generation or disposal since there is already an operating fire station at this site.

**g) Will the project comply with federal, state, and local statutes and regulations related to solid waste?**

**No Impact.** The proposed project will comply with all applicable federal, state, and local statutes and regulations pertaining to disposal of solid waste. See Item (f) above.

ENVIRONMENTAL ISSUES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVIII. Mandatory Findings of Significance.</b> a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of an endangered, rare, or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- threatened species, 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 that will cause substantial adverse effects on human beings, either directly or indirectly?

Authority: Public Resources Code Sections 21083 and 21083.05.

Reference: Government Code Section 65088.4, Public Resources Code Sections 21080(c), 21080.1, 21080.3, 21083.05, 21083.3, 21093, 21094, 21095, and 21151; *Sundstrom v. County of Mendocino*, (1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors* (1990), 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Government v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

## Discussion

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

**Less than Significant Impact.** The proposed project consists of the demolition of the current CAL FIRE facility and its reconstruction in the same location. Development of the project will not 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 or restrict the range of rare or endangered plants or animals or eliminate important examples of the major periods of California history or prehistory. Cultural resources at the site are limited to the existing structures which contain some historic components. Detailed analysis led to the conclusion that the impacts will not cause substantial adverse change to historical resources and the project will not eliminate important examples of the major period of California’s history or prehistory.

- b) ***Will 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.)***

**No Impact.** The project will not generate cumulative effects since the site already has an operating fire station. No past, current or probable future projects were identified in the project vicinity that when added with project-related impacts will result in a cumulatively considerable effect(s).

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

**Less than Significant Impact.** No project-related environmental effects were identified that will cause substantial adverse effects on human beings. As discussed herein, the proposed project has the potential to create impacts related to air quality, biological resources, and cultural resources during construction. However, with implementation of required mitigation measures, these impacts will be reduced to a less than significant level. The project will not have substantial adverse effect on humans. The project will, by contrast, provide a new fire station that will provide improved fire and rescue services to the community.

**Appendix A**  
**Mitigation Monitoring and Reporting Plan (MMRP)**  
**for the**  
**Cayucos FFS Replacement Project**  
**Initial Study/Mitigated Negative Declaration**  
**San Luis Obispo County, California**

In accordance with CEQA Guidelines Section 15074(d), when adopting a mitigated negative declaration, the lead agency will adopt a Mitigation Monitoring and Reporting Plan (MMRP) that ensures compliance with mitigation measures required for project approval. The California Department of Forestry and Fire Protection (CAL FIRE) is the lead agency for the above-listed project and has developed this MMRP as a part of the final Initial Study/Mitigated Negative Declaration (IS/MND) supporting the project. This MMRP lists the mitigation measures developed in the IS/MND which were designed to reduce environmental impacts to a less-than-significant level. This MMRP also identifies the party responsible for implementing the measure, defines when the mitigation measure must be implemented, and which party or public agency is responsible for ensuring compliance with the measure.

**Potentially Significant Effects and Mitigation Measures**

The following is a list of the resources that will be potentially affected by the project and the mitigation measures made part of the Initial Study/Mitigated Negative Declaration.

**Mitigation Measure #1: Standard Mitigation Measures for Construction Equipment**

The standard mitigation measures for reducing nitrogen oxides (NO<sub>x</sub>), reactive organic gases (ROG), and diesel particulate matter (DPM) emissions from construction equipment to be used for this project are listed below:

- Maintain all construction equipment in proper tune according to manufacturer's specifications;
- Fuel all off-road and portable diesel powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);
- Use diesel construction equipment meeting ARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State off-Road Regulation; SLO County APCD CEQA Air Quality Handbook 2009 2-7
- Use on-road heavy-duty trucks that meet the ARB's 2007 or cleaner certification standard for on-road heavy-duty diesel engines, and comply with the State On-Road Regulation;
- Construction or trucking companies with fleets that do not have engines in their fleet that meet the engine standards identified in the above two measures (e.g. captive or NO<sub>x</sub> exempt are fleets) may be eligible by proving alternative compliance;
- All on and off-road diesel equipment shall not idle for more than 5 minutes. Signs shall be posted on the job site to remind drivers and operators of the 5 minute idling limit;
- Electrify equipment when feasible;
- Substitute gasoline-powered in place of diesel-powered equipment, where feasible; and,
- Use alternatively fueled construction equipment on-site where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.

**Schedule:** During construction and soil transport.

**Responsible Party:** CAL FIRE shall be responsible to carry-out this mitigation measure, and shall make sure these specific provisions are followed by any construction and soil transportation contractor working on the project. The state's contractors will be expected to carry-out the terms of these provisions.

**Verification of Compliance:**

Monitoring Party: CAL FIRE

Initials: \_\_\_\_\_

Date: \_\_\_\_\_

**Mitigation Measure #2: Fugitive Dust Mitigation Measures**

- Reduce the amount of the disturbed area where possible;
- Use water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible;
- All dirt stock-pile areas should be sprayed daily as needed;
- All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible, and building pads should be laid as soon as possible after grading unless seeding or soil binders are used;
- All of these fugitive dust mitigation measures shall be shown on grading and building plans; and
- The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20% opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress.

**Schedule:** During construction and soil transport.

**Responsible Party:** CAL FIRE shall be responsible to carry-out this mitigation measure, and shall make sure these specific provisions are followed by any construction and soil transportation contractor working on the project. The state's contractors will be expected to carry-out the terms of these provisions.

**Verification of Compliance:**

Monitoring Party: CAL FIRE

Initials: \_\_\_\_\_

Date: \_\_\_\_\_

**Mitigation Measure #3: Measures to Protect *Layia jonesii* and *Dudleya ssp.***

Prior to any ground disturbance, a floristic investigation by a qualified person will be conducted on all areas of potential disturbance to determine if these plants are present. This survey may occur following the required geological evaluation that will survey for the presence of serpentine and NOA. If results of these surveys reveal the presence of these plants, appropriate protection measures will be developed in consultation with DFG personnel or a qualified botanist prior to project commencement.

**Schedule:** Prior to ground disturbing activities. Floristic surveys are normally performed during spring blooming period for these species March – May.

**Responsible Party:** CAL FIRE shall be responsible to carry-out this mitigation measure, and shall make sure the surveys are performed and that protection measures are developed and implemented. If

new protection measures are developed for these plants, this section will be revised to include the specific mitigations.

**Verification of Compliance:**

Monitoring Party: CAL FIRE

Initials: \_\_\_\_\_

Date: \_\_\_\_\_

**Mitigation Measure #4: Monitor Subsurface Excavation for Archaeological Resources.**

CAL FIRE shall ensure that a qualified person is assigned to monitor subsurface excavations during the demolition and removal of the buildings and excavations for grading the project site. This work will be done by a professional archaeologist or an archaeologically-trained resource professional working in close consultation with a CAL FIRE staff archaeologist. The CAL FIRE staff archaeologist shall determine the timing and duration of required monitoring. Should any significant cultural resources be encountered, archaeological monitor shall have authority to halt excavations pending an evaluation and development of appropriate recommendations for their conservation and management and CAL FIRE shall carry out those recommendations.

**Schedule:** When excavations will take place. The project manager shall provide the CAL FIRE staff archaeologist with 10 days advance notice of planned excavations to enable the appointment of a qualified monitor and avoid project delays.

**Responsible Party:** CAL FIRE shall be responsible to carry-out this mitigation measure.

**Verification of Compliance:**

Monitoring Party: CAL FIRE

Initials: \_\_\_\_\_

Date: \_\_\_\_\_

**Mitigation Measure #5: Procedures for Inadvertent Discovery of Human Remains**

In accordance with the California Health and Safety Code, if human remains are discovered during ground-disturbing activities, CAL FIRE and/or the project contractor(s) shall immediately halt potentially damaging excavation in the area of the burial and notify the SLO County Coroner and a qualified professional archaeologist to determine the nature and significance of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or state lands (Health and Safety Code Section 7050[c]). Following the coroner’s findings, the archaeologist and the Most Likely Descendent (designated by the Native American Heritage Commission) shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities of SLO County and CAL FIRE to act upon notification of a discovery of Native American human remains are identified in PRC § 5097.

**Schedule:** Immediately if human remains are discovered.

**Responsible Party:** CAL FIRE shall be responsible to carry-out this mitigation measure.

**Verification of Compliance:**

Monitoring Party: CAL FIRE

Initials: \_\_\_\_\_

Date: \_\_\_\_\_

**Mitigation Measure #6: Procedures to ensure seismic safety.**

A geotechnical survey will be completed prior to project implementation to determine appropriate measures to ensure that the proposed new facility is constructed in a manner that will withstand potential seismic activity and minimize or eliminate the risk of significant slope failure, or soil movement. The project will be designed and built in accordance with the professional recommendations made during the geotechnical survey of the project site.

**Schedule:** Prior to final design approval and ground disturbing activity.

**Responsible Party:** CAL FIRE shall be responsible to carry-out this mitigation measure.

**Verification of Compliance:**

Monitoring Party: CAL FIRE

Initials: \_\_\_\_\_

Date: \_\_\_\_\_

**Appendix B**  
**Natural Diversity Database Query**  
**Exported Data within 5 Miles of Project Site**

Scientific Name	Common Name	Federal List	CA List	GRANK	SRANK	CNPS List
<i>Layia jonesii</i>	Jones' layia	None	None	G1	S1.1	1B.2
<i>Monardella frutescens</i>	San Luis Obispo monardella	None	None	G2	S2.2	1B.2
<i>Atriplex joaquiniana</i>	San Joaquin spearscale	None	None	G2	S2	1B.2
<i>Astragalus didymocarpus</i> var. <i>milesianus</i>	Miles' milk-vetch	None	None	G5T2	S2.2	1B.2
<i>Dudleya blochmaniae</i> ssp. <i>blochmaniae</i>	Blochman's dudleya	None	None	G2T2	S2.1	1B.1
<i>Layia jonesii</i>	Jones' layia	None	None	G1	S1.1	1B.2
<i>Layia jonesii</i>	Jones' layia	None	None	G1	S1.1	1B.2
<i>Rallus longirostris obsoletus</i>	California clapper rail	Endangered	Endangered	G5T1	S1	
<i>Castilleja densiflora</i> ssp. <i>obispoensis</i>	San Luis Obispo owl's-clover	None	None	G5T2	S2.2	1B.2
<i>Fritillaria viridea</i>	San Benito fritillary	None	None	G3	S3.2	1B.2
<i>Astragalus didymocarpus</i> var. <i>milesianus</i>	Miles' milk-vetch	None	None	G5T2	S2.2	1B.2
<i>Actinemys marmorata</i>	western pond turtle	None	None	G3G4	S3	
Northern Coastal Salt Marsh	Northern Coastal Salt Marsh	None	None	G3	S3.2	
<i>Oncorhynchus mykiss irideus</i>	steelhead - south/central California coast DPS	Threatened	None	G5T2Q	S2	
<i>Oncorhynchus mykiss irideus</i>	steelhead - south/central California coast DPS	Threatened	None	G5T2Q	S2	
<i>Helminthoglypta walkeriana</i>	Morro shoulderband (=banded dune) snail	Endangered	None	G1	S1	
<i>Actinemys marmorata</i>	western pond turtle	None	None	G3G4	S3	
<i>Suaeda californica</i>	California seablite	Endangered	None	G1	S1.1	1B.1
Central Dune Scrub	Central Dune Scrub	None	None	G2	S2.2	
<i>Actinemys marmorata</i>	western pond turtle	None	None	G3G4	S3	
<i>Actinemys marmorata</i>	western pond turtle	None	None	G3G4	S3	
<i>Eucyclogobius newberryi</i>	tidewater goby	Endangered	None	G3	S2S3	
<i>Danaus plexippus</i>	monarch butterfly	None	None	G5	S3	
<i>Dudleya abramsii</i> ssp. <i>bettinae</i>	Betty's dudleya	None	None	G3T1	S1.2	1B.2
<i>Cicindela hirticollis gravida</i>	sandy beach tiger beetle	None	None	G5T2	S1	
<i>Cicindela hirticollis gravida</i>	sandy beach tiger beetle	None	None	G5T2	S1	
<i>Charadrius alexandrinus nivosus</i>	western snowy plover	Threatened	None	G4T3	S2	
<i>Eucyclogobius newberryi</i>	tidewater goby	Endangered	None	G3	S2S3	
<i>Danaus plexippus</i>	monarch butterfly	None	None	G5	S3	
<i>Actinemys marmorata</i>	western pond turtle	None	None	G3G4	S3	
<i>Eucyclogobius newberryi</i>	tidewater goby	Endangered	None	G3	S2S3	
<i>Eucyclogobius newberryi</i>	tidewater goby	Endangered	None	G3	S2S3	
<i>Castilleja densiflora</i> ssp. <i>obispoensis</i>	San Luis Obispo owl's-clover	None	None	G5T2	S2.2	1B.2
<i>Rana draytonii</i>	California red-legged frog	Threatened	None	G4T2T3	S2S3	
<i>Rana draytonii</i>	California red-legged frog	Threatened	None	G4T2T3	S2S3	
<i>Helminthoglypta walkeriana</i>	Morro shoulderband (=banded dune) snail	Endangered	None	G1	S1	
<i>Phrynosoma blainvillii</i>	coast horned lizard	None	None	G4G5	S3S4	
<i>Suaeda californica</i>	California seablite	Endangered	None	G1	S1.1	1B.1
<i>Cordylanthus maritimus</i> ssp. <i>maritimus</i>	salt marsh bird's-beak	Endangered	Endangered	G4?T2	S2.1	1B.2
<i>Actinemys marmorata</i>	western pond turtle	None	None	G3G4	S3	

Rana draytonii	California red-legged frog	Threatened	None	G4T2T3	S2S3	
Danaus plexippus	monarch butterfly	None	None	G5	S3	
Dudleya abramsii ssp. bettinae	Betty's dudleya	None	None	G3T1	S1.2	1B.2
Rana draytonii	California red-legged frog	Threatened	None	G4T2T3	S2S3	
Oncorhynchus mykiss irideus	southern steelhead - southern California DPS	Endangered	None	G5T2Q	S2	
Dudleya abramsii ssp. bettinae	Betty's dudleya	None	None	G3T1	S1.2	1B.2
Suaeda californica	California seablite	Endangered	None	G1	S1.1	1B.1
Rana draytonii	California red-legged frog	Threatened	None	G4T2T3	S2S3	
Actinemys marmorata	western pond turtle	None	None	G3G4	S3	
Charadrius alexandrinus nivosus	western snowy plover	Threatened	None	G4T3	S2	
Eucyclogobius newberryi	tidewater goby	Endangered	None	G3	S2S3	
Rana draytonii	California red-legged frog	Threatened	None	G4T2T3	S2S3	
Helminthoglypta walkeriana	Morro shoulderband (=banded dune) snail	Endangered	None	G1	S1	
Actinemys marmorata	western pond turtle	None	None	G3G4	S3	
Dudleya abramsii ssp. bettinae	Betty's dudleya	None	None	G3T1	S1.2	1B.2
Danaus plexippus	monarch butterfly	None	None	G5	S3	
Rana draytonii	California red-legged frog	Threatened	None	G4T2T3	S2S3	
Rana draytonii	California red-legged frog	Threatened	None	G4T2T3	S2S3	
Rana draytonii	California red-legged frog	Threatened	None	G4T2T3	S2S3	
Erigeron blochmaniae	Blochman's leafy daisy	None	None	G2	S2.2	1B.2
Rana draytonii	California red-legged frog	Threatened	None	G4T2T3	S2S3	
Rana draytonii	California red-legged frog	Threatened	None	G4T2T3	S2S3	
Rana draytonii	California red-legged frog	Threatened	None	G4T2T3	S2S3	
Cordylanthus maritimus ssp. maritimus	salt marsh bird's-beak	Endangered	Endangered	G4?T2	S2.1	1B.2
Dudleya blochmaniae ssp. blochmaniae	Blochman's dudleya	None	None	G2T2	S2.1	1B.1
Actinemys marmorata	western pond turtle	None	None	G3G4	S3	
Rana draytonii	California red-legged frog	Threatened	None	G4T2T3	S2S3	
Dudleya blochmaniae ssp. blochmaniae	Blochman's dudleya	None	None	G2T2	S2.1	1B.1
Eucyclogobius newberryi	tidewater goby	Endangered	None	G3	S2S3	
Cordylanthus maritimus ssp. maritimus	salt marsh bird's-beak	Endangered	Endangered	G4?T2	S2.1	1B.2
Actinemys marmorata	western pond turtle	None	None	G3G4	S3	
Actinemys marmorata	western pond turtle	None	None	G3G4	S3	
Dudleya blochmaniae ssp. blochmaniae	Blochman's dudleya	None	None	G2T2	S2.1	1B.1
Danaus plexippus	monarch butterfly	None	None	G5	S3	
Suaeda californica	California seablite	Endangered	None	G1	S1.1	1B.1
Suaeda californica	California seablite	Endangered	None	G1	S1.1	1B.1
Danaus plexippus	monarch butterfly	None	None	G5	S3	
Suaeda californica	California seablite	Endangered	None	G1	S1.1	1B.1
Danaus plexippus	monarch butterfly	None	None	G5	S3	
Eucyclogobius newberryi	tidewater goby	Endangered	None	G3	S2S3	
Calystegia subcaulis ssp. episcopalis	Cambria morning-glory	None	None	G3T1	S1.2	1B.2
Dudleya abramsii ssp. bettinae	Betty's dudleya	None	None	G3T1	S1.2	1B.2
Danaus plexippus	monarch butterfly	None	None	G5	S3	
Suaeda californica	California seablite	Endangered	None	G1	S1.1	1B.1
Suaeda californica	California seablite	Endangered	None	G1	S1.1	1B.1

## Appendix C

### Urbemis Emission Estimation Report

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Urbemis 2007 Version 9.2.4

#### Summary Report for Summer Emissions (Pounds/Day)

File Name: C:\Documents and Settings\apeters\Application Data\Urbemis\Projects\CayucosFFS\_20100814.urb924

Project Name: Cayucos FFS Replacement

Project Location: San Luis Obispo County APCD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

#### CONSTRUCTION EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>PM10 Dust</u>	<u>PM10 Exhaust</u>	<u>PM10</u>	<u>CO2</u>
2011 TOTALS (lbs/day unmitigated)	3.96	30.80	17.81	1.72	19.53	3,048.43
2011 TOTALS (lbs/day mitigated)	3.96	28.79	4.04	1.22	5.26	3,048.43
2012 TOTALS (lbs/day unmitigated)	6.59	19.22	0.01	1.42	1.43	2,074.26
2012 TOTALS (lbs/day mitigated)	6.03	14.08	0.01	0.13	0.14	2,074.26

#### AREA SOURCE EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>PM10</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	-	0.15	0.06	46.25

#### OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>PM10</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	-	0.87	14.40	2,418.35

#### SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>PM10</u>	<u>CO2</u>
TOTALS (lbs/day, unmitigated)	-	1.02	14.46	2,464.60

**LIST AND DEFINITION OF ACRONYMS AND SYMBOLS USED IN THIS DOCUMENT****Acronyms**

AB	Assembly Bill
ACM	Asbestos Containing Materials
ADT	Average Daily Trips
APCD	Air Pollution Control District
APE	Area of Potential Effect
AQAP	Air Quality Attainment Plan
ARB	Air Resources Board
ATCM	Air Toxics Control Measures
BMPs	Best Management Practices
CA	California
CAA	Clean Air Act
CAL FIRE	California Department of Forestry and Fire Protection
CAP	Clean Air Plan
CARB	California Air Resources Board
CCAA	California Clean Air Act
CCIC	Central Coast Information Center, UCSB
CCR	California Code of Regulations
CDF	California Department of Forestry and Fire Protection (changed to CAL FIRE in 2007)
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CFFS	Cayucos Forest Fire Station
CH <sub>4</sub>	Methane
CHRIS	California Historical Resources Information System
CNDDB	California Natural Diversity Data Base
CO <sub>2</sub>	Carbon Dioxide
CNG	Compressed Natural Gas
dBA	decibel
DBH	Diameter at Breast Height
DPM	Diesel Particulate Matter
E	East
E-85	Ethanol-Gasoline at 85% Mix
<i>et seq.</i>	<i>et sequens</i> (Latin) (it means “and the following”)
<i>et al.</i>	<i>et alii</i> (Latin) (it means “and others”)
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
ESBA	Emergency Services Building Act
F	Fahrenheit
FFS	Forest Fire Station
ft.	Feet
GDF	Gasoline Dispensing Facility
GHG	Greenhouse Gas
H <sub>2</sub> O	Water Vapor
HFC	Hydrofluorocarbons
IRA	Initial Response Area
IS	Initial Study

IS/MND	Initial Study/Mitigated Negative Declaration
LCP	Local Coastal Program
LNG	Liquefied Natural Gas
MDBM	Mount Diablo Base Meridian
MND	Mitigated Negative Declaration
MMRP	Mitigation, Monitoring, and Reporting Plan
MMTCO2E	Million metric tons of carbon dioxide equivalent
N	North
N/A	Not Applicable
n.d.	no date
NESHAP	National Emissions Standards for Hazardous Air Pollutants
NDDB	Natural Diversity Data Base
NPDES	National Pollution Discharge Elimination System
NOAA	National Oceanic and Atmospheric Administration
NW	Northwest
NOI	Notice of Intent (to adopt a negative declaration or mitigated negative declaration)
NO <sub>2</sub>	Nitrous Oxide
NO <sub>x</sub>	Nitrogen Oxides
O <sub>3</sub>	Ozone
OPR	Office of Planning and Research
PFC	Perfluorocarbons
PM	Particulate Matter
PM <sub>10</sub>	Particulate Matter less than 10 microns in diameter
P.O.	Post Office
PRC	Public Resources Code
PSI	Pounds per Square Inch
ROG	Reactive Organic Gases
RPF	Registered Professional Forester
RWQCB	Regional Water Quality Control Board
S	South
SCH	State Clearinghouse
SCBA	Self-Contained Breathing Apparatus
SF <sub>6</sub>	Sulfur Hexafluoride
SLO	San Luis Obispo County, California
SLOAFCO	San Luis Obispo Local Agency Formation Commission
SLOAPCD	San Luis Obispo County Air Pollution Control District
SLOCCZLUO	San Luis Obispo County Coastal Zone Land Use Ordinance
SWPPP	Storm Water Pollution Prevention Plan
URBEMIS	Urban Emissions Software (see: <a href="http://www.urbemis.com/">http://www.urbemis.com/</a> )
USFS	United States Forest Service
USGS	United States Geological Survey
UV	Ultraviolet
W	West

### Symbols

§	Section
#	Number
%	Percent
°	Degrees

## **LIST OF PREPARERS OF THIS DOCUMENT**

**Alan Peters**                      Division Chief, RPF, Unit Environmental Coordinator  
CAL FIRE's San Luis Obispo Unit, (805) 543-4244

**Daniel G. Foster**                Senior Environmental Planner  
CAL FIRE's Sacramento Headquarters, (916) 653-0839

## **LIST OF EXPERTS CONSULTED**

### **Air Quality Issues**

Aeron Arlin Genet, Manager, Air Quality Division  
Mark Elliott, Manager, Air Quality Division  
Air Pollution Control District  
County of San Luis Obispo  
3433 Roberto Court  
San Luis Obispo, CA 93401  
(805) 781-5998

### **Biological Issues**

Bob Stafford, Associate Wildlife Biologist  
California Department of Fish and Game  
P.O. Box 6360  
Los Osos, CA 93412  
(805) 528-8670

Lisa Andreano, Environmental Scientist  
Department of Parks & Recreation, San Luis Obispo Coast District  
750 Hearst Castle Road  
San Simeon, CA 93452  
(805) 471-1392

Bob Motroni, Senior Wildlife Biologist  
Department of Forestry and Fire Protection  
P.O. Box 944246 Sacramento, CA 94244-2460  
(916) 653-9420

### **Cultural Resource Issues**

L. Kyle Napton, Ph.D.  
Elizabeth. A. Greathouse, M.A.  
California State University Stanislaus  
One University Circle  
Turlock, CA 95382  
(209) 667-3060

Linda C. Pollack, Senior State Archaeologist  
California Department of Forestry and Fire Protection  
1234 East Shaw Avenue  
Fresno, CA 93710  
(559) 243-4119

### **Geology and Soils Issues**

Simon Klemperer, Professor of Geophysics, and of Geological and Environmental Sciences  
Department of Geophysics  
Stanford University,  
Mitchell Building 353

397 Panama Mall, Stanford CA 94305-2215  
(650) 723-8214

Bill Short, Supervising Engineering Geologist  
Forest and Watershed Geology Program Manager  
Department of Conservation - California Geological Survey  
801 K Street – 13<sup>th</sup> Floor  
Sacramento, CA 95814  
(916) 322-4853

**Project Design Issues**

Matthew Heintz, Architectural Assistant  
California Department of Forestry and Fire Protection  
Technical Services and Engineering Section  
P.O. Box 944246  
Sacramento, CA 94244-2460  
(916) 324-3401

Cameron Henion, Junior Civil Engineer  
California Department of Forestry and Fire Protection  
Technical Services and Engineering Section  
P.O. Box 944246  
Sacramento, CA 94244-2460  
(916) 324-7184

Ray Gallagher, Senior Mechanical Engineer  
California Department of Forestry and Fire Protection  
Technical Services and Engineering Section  
P.O. Box 944246  
Sacramento, CA 94244-2460  
(916) 327-2679

Mike Duggan, Senior Civil Engineer  
California Department of Forestry and Fire Protection  
Technical Services and Engineering Section  
P.O. Box 944246  
Sacramento, CA 94244-2460  
(916) 324-1642

Steve Chambers, Associate Civil Engineer  
California Department of Forestry and Fire Protection  
1234 East Shaw Ave.  
Fresno, CA 93710  
(559) 243-4148

Marc Van Zuuk, Senior Land Surveyor  
California Department of Forestry and Fire Protection  
Technical Services and Engineering Section  
P.O. Box 944246  
Sacramento, CA 94244-2460  
(916) 327-2583

Philip Latenser, Project Director II  
California Department of Forestry and Fire Protection  
P.O. Box 944246  
Sacramento, CA 94244-2460  
(916) 445-4626

**San Luis Obispo County Contact**

Ryan Hostetter, Coastal Planning & Permitting  
 San Luis Obispo County Planning & Building  
 976 Osos Street, Room 300  
 San Luis Obispo, CA 93408  
 (805) 788-2351

Jonathan Bishop, SLO County Planner  
 California Coastal Commission  
 831-427-4863

**Water Quality Issues**

Christopher J. Rose, Senior Environmental Scientist  
 State Water Resources Control Board, Central Coast Region  
 895 Aerovista Place, Suite 101  
 San Luis Obispo, CA 93401  
 (805) 542-4770

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