



405 Atascadero Road Affordable Housing Project

Initial Study – Mitigated Negative Declaration

prepared by

City of Morro Bay, Community Development Department

955 Shasta Avenue

Morro Bay, California 93442

prepared with the assistance of

Rincon Consultants, Inc.

1530 Monterey Street, Suite D

San Luis Obispo, California 93401

March 2020



RINCON CONSULTANTS, INC.

Environmental Scientists | Planners | Engineers

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Initial Study

1. Project Title

405 Atascadero Road Affordable Housing Project

2. Lead Agency Name and Address

City of Morro Bay
955 Shasta Avenue
Morro Bay, California 93442

3. Contact Person and Phone Number

Nancy Hubbard
Contract Planner
(805) 772-6211
nhubbard@morrobayca.gov

4. Project Location

The project site is located in the City of Morro Bay in western San Luis Obispo County. The 0.94-acre project site is identified as APN 068-323-034 through -036 and is located at the northeast corner of Atascadero Road and Sunset Avenue, east of State Route (SR) 1 and north of SR 41. The project site is bounded by Rockview Street on the north, Atascadero Road on the south, Sunset Avenue on the west, and a mobile home park on the east. The site is located at the base of a hill to the north but has an average slope of less than 5 percent and an approximate elevation of 35 to 50 feet above mean sea level (msl).

Figure 1 shows the project's regional location, and Figure 2 shows the project site location.

5. Project Sponsor's Name and Address

Housing Authority of San Luis Obispo (HASLO)
487 Leff Street
San Luis Obispo, California 936401

6. General Plan Designation

The project site is designated in the City of Morro Bay General Plan/Local Coastal Plan as Mixed Use Area F. According to the General Plan/Local Coastal Plan, a mixture of all uses is encouraged in Mixed Use Area F, and an evaluation of appropriate uses in this area is determined by the City on a parcel-by-parcel basis during the implementation phase.

Figure 1 Regional Location



Imagery provided by Esri and its licensors © 2018.

★ Project Location

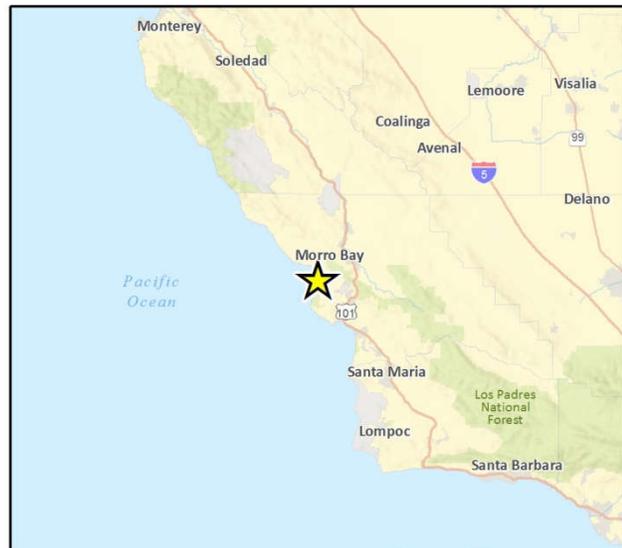


Fig. 1 Regional Location

Figure 2 Site Location



7. Zoning

The project site is zoned Mixed Commercial/Residential (MCR/R-4) with a Planned Development (PD) overlay. The MCR/R-4 zoning allows for a mix of residential uses with compatible commercial uses, where the commercial area is in close proximity to a residential area. The PD overlay zone allows for modification of or exemption from the development standards of the primary zone to accommodate development. The site is part of the North Main Street Specific Plan (SP) and is in the City's Coastal Zone.

8. Description of Project

The proposed project is a new multi-family residential development with 35 residential units. The project would include one two-story structure and three three-story structures, a 17,563-square foot (sf) outdoor courtyard area, and associated parking. The maximum height of the proposed multi-family development would be 30 feet above the average natural grade of the site. The project will be deed restricted for 55 years to provide affordable rental housing to a variety of income levels below 80% of area median income and will offer one-, two- and three-bedroom apartments. The project includes exception requests related to building height, density, setback, and parking associated with the proposed affordability criterion. The project will include several funding subsidies, including funding through the Federal Low Income Housing Tax Credit program.

The project includes 35 parking spaces, of which 33 would be standard parking spaces and two would be accessible parking spaces. In total, the project would result in 34,920 sf of new impervious surface area on the project site. Runoff from impervious areas would be directed to storm drain inlets or through biofiltration areas. Once collected, runoff would be conveyed to one or more underground retention basins to be determined in final design. This basin(s) would retain the 95th percentile storm and detain runoff in larger storm events to pre-developed conditions before conveying to an existing swale along Atascadero Road.

Access to the project site would be provided by one driveway on the western portion of the site from Sunset Avenue. Additional project features include sidewalks on the west and north, and possibly sidewalks or a landscape strip on the south street frontage as well as a retaining wall along the northwestern side of the property. Overall, the project is estimated to require 863 cubic yards of soil cut and 2,433 cubic yards of fill, which would result in the need for approximately 1,570 cubic yards of soil import to the site.

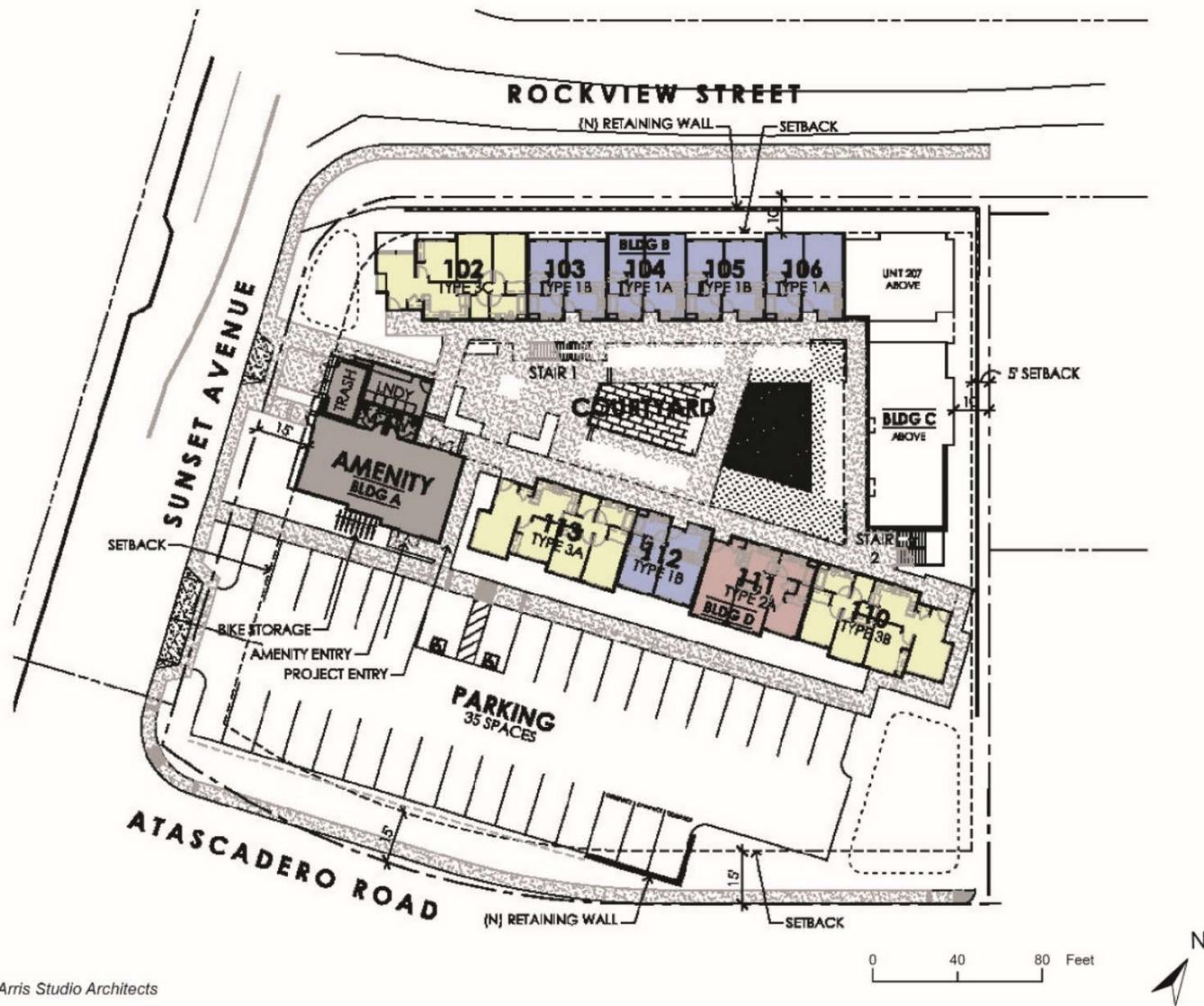
Municipal Code Section 17.040.030 requires a Conditional Use Permit (CUP) for development within the PD overlay zone. The project also requires a Coastal Development Permit to ensure consistency with the California Coastal Act.

Figure 3 shows the proposed site plan for the project.

9. Surrounding Land Uses and Setting

The project site is in the City of Morro Bay's Coastal Zone. The site is located approximately 400 feet east of SR 1 and has frontage along the northern side of the public right of way along SR 41. The site is surrounded by existing single-family residential uses to the north, existing mobile homes to the east, and proposed and existing commercial development to the west and south. The site is primarily vegetated with non-native grasses (Albion Environmental, Inc. 2018).

Figure 3 Project Site Plan



Source: Arris Studio Architects

10. Public Agencies Whose Approval is Required

- City of Morro Bay: Conditional Use Permit
- City of Morro Bay: Coastal Development Permit

11. Have California Native American Tribes Traditionally and Culturally Affiliated with the Project Area Requested Consultation Pursuant to Public Resources Code Section 21080.3.1?

On November 26, 2019 the City of Morro Bay sent letters to representatives of tribes who have requested Assembly Bill 52 (AB 52) consultation. Additional detail regarding responses and recommendations of tribal representatives is included in Section 18, *Tribal Cultural Resources*.

Environmental Factors Potentially Affected

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

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input checked="" type="checkbox"/> Geology/Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input 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 type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

Determination

Based on this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “less than significant with mitigation incorporated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

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

Signature

Date

Printed Name

Title

Environmental Checklist

1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Except as provided in Public Resources Code Section 21099, would the project:

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. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

The City of Morro Bay’s General Plan provides guidance on scenic vistas through the Visual Resources and Scenic Highway Element. According to the General Plan Visual Resources and Scenic Highway Element Scenic Route map, the project site is not located within a designated scenic view from SR 1 or SR 41, which are designated as State Scenic Highways (California Department of Transportation [Caltrans] 2017). The project site is not part of a designated scenic vista and does not function as part of a scenic view from any designated viewpoints or vistas in the City (City of Morro Bay 2017).

The project site is currently undeveloped. Figure 4 shows existing views of the project site from the adjacent roadways. The height of the proposed structures would partially obstruct views of the Pacific Ocean and Morro Rock from Rockview Street. However, with the proposed elevation change, the majority of the homes north and east would remain at a higher elevation than the project. The project would introduce urbanized elements that would be visible from SR 1 and SR 41. However,

Figure 4 Views of the Project Site



Photo 1: Site View from Rockview Street facing south



Photo 2: Site View from Atascadero Road facing northeast

project elements would not block views of the Pacific Ocean or Morro Rock because these scenic elements are not visible from SR 1 or SR 41 through the project site. Therefore, the proposed development would not substantially block views of identified scenic elements, such as Morro Rock, the Pacific Ocean, or hillsides east of the project site, from SR 1 or SR 41. Therefore, the project would not have a substantial adverse effect on a scenic vista.

LESS THAN SIGNIFICANT IMPACT

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

The project site is visible from SR 1 and SR 41, which are designated State Scenic Highways (Caltrans 2017). There are no existing historic buildings, scenic rock outcroppings, or other scenic resources on the site that would be damaged by the project.

LESS THAN SIGNIFICANT IMPACT

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

The project site is in an urbanized area and is zoned as Mixed Commercial/Residential (MCR/R-4) with a Planned Development (PD) overlay. The site is located in the City's Coastal Zone and is also part of the North Main Street Specific Plan (SP).

As discussed above, the project would introduce urbanized elements that would be visible from SR 1 and SR 41. The maximum height of the proposed multi-family residential structures is 30 feet, which is consistent with the allowable height under the MCR/R-4 zone with the requested exception associated with the affordability criterion. The project would be subject to review and approval by the Planning Commission as part of the requirements for a Conditional Use Permit and Coastal Development Permit. At that time, the Planning Commission would review the project in order to determine if the proposed height and roof alignment design complies with the limitations set by the zoning ordinance and the Specific Plan Area designation. The project's architectural design would be required to follow the design guidelines established for multi-family residential buildings under the City's North Main Street Specific Plan and Zoning standards. The height and scale of the proposed project would be similar to the two- to three-story residential developments to the east of the project site on Rockview Street. Project elements would not block views of the Pacific Ocean or Morro Rock because these scenic elements are not visible from SR 1 or SR 41 through the project site. Therefore, the project would not conflict with applicable zoning and other regulations governing scenic quality or substantially degrade the existing visual character or quality of public views of the site.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?*

The project would include lighting, which would contribute to existing sources of light and glare in the surrounding residential and commercial area. However, the project would be required to comply with applicable lighting requirements, including Municipal Code Title 17, Chapter 17.52.080,

which outlines site design standards for lighting, illuminated signs, and glare in the City (City of Morro Bay 2018b). Additionally, the project would be required to comply with applicable design standards in Municipal Code 17.71.045 for the North Main Street Specific Plan that would ensure that proposed structures would not incorporate light poles exceeding 15 feet in height that would illuminate adjacent properties. Therefore, the project would not result in new sources of lighting or glare that is would be inconsistent with adjacent uses and would not adversely affect day or nighttime views.

LESS THAN SIGNIFICANT IMPACT

2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

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

-
- a. *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*
 - b. *Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?*
 - c. *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?*
 - d. *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*

- 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?*

The project site is zoned MCR/R-4 with a PD overlay and is currently undeveloped. The project site is not zoned for agricultural or forest land use and is not designated by the California Department of Conservation (DOC) as Prime Farmland or Farmland of Statewide Importance. The project does not involve any development that would convert agricultural land to a non-agricultural use, conflict with existing zoning of forest land or timberland, result in the loss or conversion of forest land to non-forest uses, interrupt ongoing agricultural activity, or conflict with a Williamson Act contract. Therefore, the project would not adversely affect agricultural, forest land, or timberland resources.

NO IMPACT

3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would 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. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As the local Air Quality Control District, the San Luis Obispo County Air Pollution Control District (SLOAPCD) monitors air pollutant levels to ensure that state and federal air quality standards are met and, if they are not met, to develop strategies to meet the standards. The primary pollutants of concern in San Luis Obispo County are ozone (O₃) and particulate matter (PM₁₀). The major local sources for PM₁₀ are agricultural operations, vehicle dust, grading, and dust produced by high winds. Ozone is a secondary pollutant that is not produced directly by a source, but rather is formed by a reaction between nitrogen oxides (NO_x) and reactive organic gases (ROG) in the presence of sunlight. In San Luis Obispo County, the major sources of ROG are motor vehicles, organic solvents, the petroleum industry, and pesticides; and the major sources of NO_x are motor vehicles, public utility power generation, and fuel combustion by various industrial sources (SLOAPCD 2001).

Certain population groups are more sensitive to air pollution than others. Standards are designed to protect that segment of the public most susceptible to respiratory distress, such as children under 14, the elderly over 65, persons engaged in strenuous work or exercise, and people with cardiovascular and chronic respiratory diseases. Therefore, the majority of sensitive receptor locations are residences, schools, and hospitals. The project site is located adjacent to residential units to the north and east.

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

As part of the California Clean Air Act, SLOAPCD is required to develop a plan to achieve and maintain the state ozone standard by the earliest practical date. The Clean Air Plan (CAP) outlines the SLOAPCD strategies to reduce ozone precursor emissions from wide variety of stationary and mobile sources. The most recent CAP was adopted by SLOAPCD in 2001. The 2001 CAP addresses the attainment and maintenance of state and federal ambient air quality standards within the SCCAB. A project's consistency with the 2001 CAP is based on whether the growth that the project

would result in is accounted for in the growth assumptions of the CAP. The project is consistent with the land use designation and zoning for the project site, and the level of growth associated with the project is anticipated in the City’s long term forecast and would not exceed the official regional population projections. Therefore, the project would not conflict with the growth assumptions in the CAP.

LESS THAN SIGNIFICANT IMPACT

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

The project’s short-term and long-term air pollutant emissions were estimated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2. Where project-specific information was not available, model default assumptions for projects within SLOAPCD were used. Ruetters & Schuler Civil Engineers conducted Trip Generation and VMT Analysis for the project in January 2020. The estimated number of trips generated by the project were included in the CalEEMod analysis. In addition, architectural coating default settings were extended to half of the building phase in order to reflect more realistic construction practices.

Construction of the project would result in temporary increases in air pollutant emissions associated with site grading, building construction, and paving activities. Table 1 and Table 2 show estimates of maximum quarterly and daily construction emissions associated with the proposed development and compare the emissions with the applicable SLOAPCD significance thresholds.

Table 1 Quarterly Construction Emissions

Pollutant	Maximum Daily Emissions	Significance Threshold	Significant Impact?
Ozone Precursors (ROG + NO _x)	0.26	2.5	No
Fugitive Particulate Matter (PM ₁₀)	<0.1	2.5	No
DPM ²	<0.1	2.5	No

¹ Quarterly emissions were calculated by dividing maximum annual construction emissions by 4, since construction activities would extend for a duration exceeding 90 days, as recommended by SLOAPCD.

²The DPM estimations were derived from the “PM₁₀ Exhaust” output from CalEEMod as recommended by SLOAPCD. This estimation represents a worst case scenario because it includes other PM₁₀ exhaust other than DPM.

See Appendix A for CalEEMod software program output.

Table 2 Maximum Daily Construction Emissions

Pollutant	Total Emissions	Significance Threshold	Significant Impact?
Ozone Precursors (ROG + NO _x)	61.2	137	No
Diesel Particulate Matter (DPM)	0.6	7	No
CO	15.0	550	No
SO _x	<0.1	250	No
PM ₁₀	3.3	100	No
PM _{2.5}	1.6	100	No

¹ The DPM estimations were derived from the “PM₁₀ Exhaust” output from CalEEMod as recommended by SLOAPCD. This estimation represents a worst case scenario because it includes other PM₁₀ exhaust other than DPM.

See Appendix A for CalEEMod worksheets.

As shown in Table 1 and Table 2, the project would not generate emissions in excess of SLOAPCD thresholds during construction activities. Because the County of San Luis Obispo portion of the South Central Coast Air Basin does not meet the State standard for PM₁₀, SLOAPCD requires any project with grading areas greater than 4.0 acres or that are within 1,000 feet of any sensitive receptor to implement standard fugitive dust control measures. Mobile homes are considered sensitive receptors and are located within 1,000 feet to the east of the project site. Therefore, implementation of standard SLOAPCD dust and emission control requirements would be required during project construction to ensure that PM₁₀ emissions generated by construction activities would be minimized.

Operational emissions are contributed by on-site and off-site stationary and area sources and by mobile sources. Area source emissions include releases from combustion to heat buildings, architectural coatings, landscaping equipment exhaust, aerosol products, and similar activities at the project site. Table 3 and Table 4 summarize the daily and annual operational emissions that would result from the project and compare the emissions with the applicable SLOAPCD significance thresholds.

Table 3 Daily Operational Emissions

Pollutant	Total Emissions	Significance Threshold	Significant Impact?
Ozone Precursors (ROG + NO _x)	3.2	25	No
CO	7.8	550	No
Fugitive Particulate Matter (PM ₁₀)	1.2	25	No
Diesel Particulate Matter (DPM)	<0.1	1.25	No

¹ Daily and annual emission thresholds are based on SLOAPCD CEQA Guidelines

² The DPM estimations were derived from the “PM₁₀ Exhaust” output from CalEEMod as recommended by SLOAPCD. This estimation represents a worst case scenario because it includes other PM₁₀ exhaust other than DPM.

CalEEMod – summer operational emission data to compare to operational thresholds, see Appendix A for CalEEMod worksheets.

Table 4 Annual Operational Emissions

Pollutant	Total Emissions	Significance Threshold	Significant Impact?
Ozone Precursors (ROG + NO _x)	0.6	25	No
Diesel Particulate Matter (DPM)	<0.1	25	No

¹ Daily and annual emission thresholds are based on SLOAPCD CEQA Guidelines

² The DPM estimations were derived from the “PM₁₀ Exhaust” output from CalEEMod as recommended by SLOAPCD. This estimation represents a worst case scenario because it includes other PM₁₀ exhaust other than DPM.

CalEEMod – summer operational emission data to compare to operational thresholds, see Appendix A for CalEEMod worksheets.

As shown in Table 3 and Table 4, the operation of the project would not generate emissions that would exceed adopted SLOAPCD emissions thresholds. Therefore, the project would not result in a cumulatively considerable net increase of any criteria pollutant for the region.

LESS THAN SIGNIFICANT IMPACT

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

Land uses such as schools, daycare centers, hospitals, or senior centers are sensitive to poor air quality conditions because infants, the elderly, and people with respiratory ailments are more susceptible to air quality-related health problems than the general public. Residential areas are also considered sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. In the vicinity of the project site, sensitive receptors include residential areas located adjacent to the north, south, and west of the project site, as well as the future residents that would inhabit the proposed new residential units. As shown in Table 1 through Table 4, the project would not generate air pollutant emissions that would exceed adopted SLOAPCD emissions thresholds during construction activities or project operation.

Because the County of San Luis Obispo portion of the South Central Coast Air Basin does not meet the State standard for PM₁₀, SLOAPCD requires any project with grading areas greater than 4.0 acres or that are within 1,000 feet of any sensitive receptor to implement standard fugitive dust control measures. Implementation of the required dust and emission control requirements during project construction would minimize construction-related emissions. Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations.

LESS THAN SIGNIFICANT IMPACT

d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

The project does not involve development of any new land uses with potential to cause significant odor impacts. As such, the project would not result in objectionable odors affecting a substantial number of people.

NO IMPACT

4 Biological Resources

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

Rincon Consultants, Inc. (Rincon) Senior Biologist Doug Drynan conducted a project site evaluation on May 15, 2018 to document general conditions of the site and to assess potential project impacts to sensitive biological resources. Rincon staff also conducted a review of the California Department of Fish and Wildlife (CDFW) California Natural Diversity Data Base (CNDDB) (CDFW 2019a) and Biogeographic Information and Observation System (BIOS) (CDFW 2018b); the California Native Plant Society (CNPS) Online Inventory of Rare and Endangered Plants of California (CNPS 2019); the U.S. Fish and Wildlife Service (USFWS) Critical Habitat Portal (USFWS 2018a), and National Wetlands Inventory Wetlands Mapper (USFWS 2019b); the USFWS Information for Planning and Consultation (USFWS 2019c) to determine sensitive species occurrences documented on and in the vicinity of the project site.

The project site is undeveloped and supports ruderal non-native grasses. There is no existing or proposed Environmentally Sensitive Habitat Area (ESHA) on the project site.

- a. *Would 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 Wildlife or U.S. Fish and Wildlife Service?*
- b. *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*
- c. *Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*
- d. *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*
- e. *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

Special status species include those species that are listed as rare, threatened, or endangered by the CDFW or the USFWS. Wetlands are defined by Section 404 of the United States Clean Water Act (CWA) as areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands are critical habitat for the California red-legged frog (CRLF), a federally and state listed threatened species that has been identified in Morro Bay. Based on a field survey of the project site, the site does not contain any wetland habitat, and there is no expectation the CRLF would occur on the project site.

Review of sensitive resources databases indicate that there are 44 plant and animal species with potential to occur in the vicinity of the project site (refer to Appendix B). However, based on a review of species habitat requirements, distribution ranges, and species records near the site, the project site does not contain any known special status species identified in local or regional plans, policies, or regulations, or by the CDFW or the USFWS.

The site is undeveloped and is dominated by invasive plant species, mainly non-native grassland species and four individual, native shrubs. These grasses provided dense cover across the entire site. No riparian habitat or other sensitive natural community, or wetlands are located on the project

site. The project would not conflict with any local policies or ordinances protecting biological resources.

The project site is surrounded by existing residential and commercial development and is not located within any wildlife movement corridors or native wildlife nursery sites. No trees are located on the project site and construction would not involve removal of any trees. Therefore, the project would have no impact on sensitive habitat, special status species, or established wildlife migration corridors.

LESS THAN SIGNIFICANT IMPACT

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

The project site is not located in an area covered by an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approval local, regional, state habitat conservation plan.

NO IMPACT

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5 Cultural Resources

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

The California Environmental Quality Act (CEQA) requires a lead agency to determine whether a project may have a significant effect on historical resources (Public Resources Code (PRC) Section 21084.1) and tribal cultural resources (PRC Section 21074 [a][1][A]-[B]). A historical resource is a resource listed in, or determined to be eligible for listing, in the California Register of Historical Resources (CRHR), a resource included in a local register of historical resources, or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant (State CEQA Guidelines, Section 15064.5[a][1-3]).

A resource shall be considered historically significant if it:

1. Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

The City of Morro Bay General Plan outlines policies and programs related to archaeological resources. General Plan Programs LU – 82.2, 82.3, and 82.4 outline mitigation measures that should be applied in the event archaeological resources are discovered during construction of new development (City of Morro Bay 1988).

In October 2015 a Phase I Survey and record search were conducted by Cultural Resources Management Services (CRMS) to assess archaeological resources at the three project parcels. A search of maps and records conducted at the Central Coast Information Center at UC Santa Barbara indicated that the project site is part of a known archeological site, CA-SLO-165. Subsequent field surveys confirmed that the project site is part of CA-SLO-165 and is considered “historically significant” under Criterion 4 of the CEQA Guidelines listed above.

In January 2018, Albion Environmental conducted a Phase II Survey Investigation of the three project parcels to assess project impacts on cultural resources and to determine whether these resources are eligible for inclusion in the California Register of Historic Resources (CRHR). This survey concluded that subsurface and surface contexts show the site contains a robust prehistorical artifact assemblage and discrete temporal components and is therefore eligible for the CRHR. The findings of the Phase I Survey, record search, and Phase II Survey Investigation are summarized in this section. However, these reports are not included in the IS-MND technical appendix due to the confidential locational information of archaeological resources included therein.

Section 15064.5 of the CEQA Guidelines assigns special importance to human remains and specifies procedures to be used when Native American remains are discovered. The disposition of human remains is governed by Health and Safety Section 7050.5 and PRC Sections 5097.94 and 5097.98 and falls within the jurisdiction of the Native American Heritage Commission (NAHC), the entity responsible for the designation of a Most Likely Descendant (MLD). In the event that human remains are discovered, the County Coroner must be notified within 48 hours and there can be no further disturbance to the site where the remains were found. If the remains are determined by the coroner to be Native American, the coroner is responsible for contacting the NAHC within 24 hours. The NAHC, pursuant to PRC Section 5097.98, will immediately notify those persons it believes to be most likely descended from the deceased Native Americans so they can inspect the burial site and make recommendations for treatment or disposal.

a. *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?*

Rincon Consultants reviewed the National Register of Historic Places and California Register of Historical Resources databases of significant historical resources. There are no recognized historic buildings, objects, sites, or districts on the project site (National Park Service 2018, City of Morro Bay 2016). Therefore, the project would result in no impacts on historic resources.

NO IMPACT

b. *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

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

Ten cultural resource surveys have been performed in areas that contain the project site (Singer 1986, 1991, 1997, 1998, 2001a, 2001b; Clark and Grantham 1990; Parker 2001, 2003; Stevens, 2002). Archaeological surveys and records searches conducted by Cultural Resource Management Services in 2015 confirmed that the entire project site is within a known archaeological site, CA-SLO-165. Previous studies indicate that CA-SLO-165 is a sensitive archaeological area with an abundance of archaeological deposits with varying depths and significance (e.g., some site components do not contribute to the overall significance of the resource) (Albion Environmental 2018). As a result, site disturbance associated with the current project design would occur in areas and at depths with potential to impact known intact archaeological deposits during construction. The project design team has designed the proposed structures to minimize the building footprint, foundation, and depth of grading to minimize impacts to CA-SLO-165, and the project anticipates capping sections the resource to preserve some of the archaeological deposits.

Unanticipated discovery of human remains during project excavation would require compliance with Health and Safety Code Section 7050.5 and PRC Sections 5097.94 and 5097.98. This compliance would ensure that unanticipated discovery of human remains during project excavation would be addressed appropriately by the County Coroner and NAHC (if required).

Mitigation Measures

CUL-1 Cultural Resources Monitoring & Treatment Plan

In coordination with an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards (PQS) in Archaeology and City of Morro Bay and tribal stakeholders, the Project proponent shall develop a Cultural Resources Monitoring & Treatment Plan prior to the issuance of grading permits. The Cultural Resources Monitoring & Treatment Plan shall minimally include the following:

- a) Compilation of background data;
- b) Regional research questions;
- c) Protocols for construction monitoring (minimum requirements outlined in Mitigation Measure CUL-2);
- d) Data recovery and treatment methodology, including field methods, analysis, reporting (minimum requirements outlined in Mitigation Measure CUL-3), and identification of thresholds for reaching data redundancy (the point at which any further study will not yield new information concerning the resource);
- e) Strategies for the treatment of unanticipated discoveries;
- f) Protocols for continued consultation with interested Native American participants;
- g) Guidelines for long-term curation (minimum requirements outlined in Mitigation Measure CUL-4).

Monitoring: The City, in coordination with tribal stakeholders, shall review and approve the Cultural Resources Monitoring & Treatment Plan prior to issuance of all grading permits.

CUL-2 Construction Monitoring

The Cultural Resources Monitoring & Treatment Plan shall require that all initial ground disturbing activities associated with the construction of the Project within the archaeological deposit be monitored. Protocols for monitoring shall minimally include the following:

- Archaeological monitors will work under the direction of a Principal Investigator meeting the Secretary of the Interior's PQS in Archaeology
- Archaeological monitors will collect formal artifacts and note provenience and context of isolated finds.
- Archaeological monitors will stop construction activities when they encounter potentially significant, intact features; monitors will then quickly evaluate the feature to determine if it is significant and requires mitigation; monitors will then consult with the City and Project team to determine if the feature can be avoided or if data recovery is required.
- Archaeological monitors will maintain a daily log of activities and findings and will report frequently to the City and Project team.

- Native American monitoring will be completed by a representative from the Chumash and the Salinan Tribes in an equitable manner. The number of days monitoring is needed will be divided equally between each tribe to the maximum extent feasible, so that each tribe has an opportunity to monitor for tribal resources.
- Native American monitors will stop construction activities when potentially significant archaeological resources are encountered. The Native American monitor will notify the qualified archaeologist of the find for further evaluation. The qualified archaeologist will notify non-monitoring tribes of any findings. Native American monitors shall record daily monitoring activities in a daily log that shall be provided to the City upon completion of the monitoring.

Monitoring: Construction and grading plans shall clearly note the above requirements on applicable sheets and be clearly visible to contractors and City inspectors. Community Development Department staff shall inspect the site and review reporting for compliance.

CUL-3 Data Recovery Treatment

Detailed in the Cultural Resources Monitoring & Treatment Plan, the data recovery program will include controlled excavations throughout the southern half of the property. Proposed placement of the excavation units shall be designated based on project design with exception of non-random units (e.g., units expanded to recover entire features). All excavation units shall terminate at the bottom of the cultural deposits on the project site and shall be analyzed with stratigraphic, chronometric, lithic, faunal, and paleobotanical studies conducted by qualified professionals. The data recovery program shall aim to recover a minimum of 5 percent of the overall site for analysis through excavation of cultural bearing soil. Soil samples and artifacts shall be collected from each test unit (e.g., a column sample) for further analysis (e.g., macro/microfloral analysis) to achieve data redundancy and to better understand cultural resources onsite, and to further characterize the site activities and climate during site occupation prior to the completion of project. Methods and findings shall be presented in a formal report summarizing data recovery effort and all project data.

Monitoring: The City, in coordination with tribal stakeholders, shall review the data recovery program prior to the issuance of grading permits.

CUL-4 Curation

The Cultural Resources Monitoring & Treatment Plan shall require that, with exception to funerary items, pertinent cultural resources discovered will be held and curated within the San Luis Obispo County Archaeological Society. The NAHC has designated Co-MLDs (two MLDs) for CA-SLO-165, the yak-tityu-tityu and the Salinan Tribe of San Luis Obispo and Monterey Counties. Under Public Resources Code (PRC) 5097.98, funerary objects are to be treated in the same manner as human remains. Therefore, the Co-MLDs shall provide a recommendation as to the disposition of funerary objects to the landowner in a similar manner to the disposition of any identified Native American human remains identified onsite. Should the Co-MLDs and landowner fail to come to agreement concerning the disposition of the funerary objects, any such funerary objects recovered from the current project site shall be reinterred in a location free from future disturbance.

Monitoring: The City, in coordination with tribal stakeholders, shall review and approve the Cultural Resources Monitoring & Treatment Plan prior to issuance of all grading permits.

Significance After Mitigation

Archaeological resources are typically eligible for the CRHR under Criterion 4 for their data potential. A data recovery program is intended to extract sufficient data to reach data redundancy prior to project execution. Therefore, the completion of the Cultural Resources Monitoring & Treatment Plan, monitoring, data recovery program, and curation requirements described in Mitigation Measures CUL-1 through CUL-4 would reduce project impacts to a less than significant level.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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6 Energy

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

Project-related energy consumption would include energy consumed during project construction and operation, such as fuel consumed by vehicles, natural gas consumed for heating and/or power, and electricity consumed for power. The analysis of energy consumption involves quantification of anticipated vehicle and equipment fuel, natural gas, and electricity consumption during construction and operation of the proposed project, to the extent feasible, as well as a qualitative discussion of the efficiency, necessity, and wastefulness of that energy consumption. The City’s electric needs are served by Pacific Gas & Electric (PG&E). The City’s natural gas needs are served by Southern California Gas.

a. *Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

Project construction would result in short-term energy consumption associated with fuel consumption to operate heavy-duty equipment, light-duty vehicles, machinery, and generators. Temporary grid power would be provided to construction trailers or electric construction equipment. Construction equipment and activities would be required to comply with the California Building Energy Efficiency Standards for Residential and Non-residential Buildings and the CALGreen (California Code of Regulations Title 24, Parts 6 and 11), which includes specific requirements related to recycling, construction materials, and energy efficiency standards that minimize wasteful, inefficient, and unnecessary energy consumption.

Using CalEEMod default values for energy use by climate zone and land use type based on the proposed multi-family residential development, operation of the project would result in approximately 144,492 kilowatt-hours (kWh) per year of electricity consumption for lighting and large appliances, and approximately 302,381 British thermal units (Btu) per year of natural gas consumption. CALGreen includes energy efficiency standards for new residential units that would minimize wasteful, inefficient, and unnecessary energy consumption. CALGreen requirements include water-efficient plumbing fixtures and fittings, recycling services, and other energy-efficient measures in all new multi-family dwellings.

According to the California Air Resources Board (CARB), the average miles per gallon for all gasoline vehicles in operational year 2021 is 14.7 miles per gallon (CARB 2018). Vehicle trips generated by the project would require approximately 25,099 gallons of gasoline and approximately 5,660 gallons of diesel per year. This estimate conservatively assumes that a variety of vehicle types would travel to and from the project site, whereas for a residential development, a higher proportion of vehicle trips would be conducted in passenger vehicles, which generally operate at a higher fuel efficiency than 14.7 miles per gallon.

The immediate project site vicinity includes single- and multi-family residential and commercial uses. Land uses within 0.25 mile of the site include a mix of land uses, including single- and multi-family residential, commercial, recreational, and public land uses. The project site is within 0.25 mile of multiple Morro Bay Transit stops, as well as existing pedestrian and bicycle infrastructure. The availability of public transit, bicycle, and pedestrian facilities as an alternative to single-occupancy vehicles would encourage the use of alternative transportation modes, which would reduce VMT and associated fuel consumption. In addition, vehicles driven by future residents would be subject to increasingly stringent federal and state fuel efficiency standards, minimizing the potential for the inefficient consumption of vehicle fuels. Therefore, the project would not result in wasteful, inefficient, or unnecessary consumption of energy resources from travel to and from the site.

LESS THAN SIGNIFICANT IMPACT

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The City of Morro Bay Climate Action Plan (CAP) was adopted by the City Council in 2014. The CAP regulates city government operations, energy, solid waste, land use, transportation, and tree removal. Collectively the measures identified in the CAP have the potential to reduce GHG emissions within Morro Bay. The measures in the CAP focus primarily on actions completed by the City. CAP Measure TL-6 recognizes that energy-efficient designs or growth that facilitates mixed-use, higher density, and infill development near transit stops allows for more efficient use of existing infrastructure and improves city-wide efforts to reduce GHG emissions (City of Morro Bay 2014a). The project site is within 0.25 mile of multiple Morro Bay Transit stops. CAP Measure O-1 requires the following actions to reduce GHG emissions from construction vehicles and equipment:

- Three percent of construction vehicles and equipment shall be electrically-powered or use alternative fuels such as compressed natural gas, and
- The contractor will limit idling of construction equipment to three minutes and will post signs to that effect.

Appendix C of the CAP contains a CAP Compliance Worksheet, which includes mandatory and voluntary emissions reduction measures used by the City to demonstrate project-level compliance with the CAP. The project would be required through Conditions of Approval to comply with all mandatory measures from Appendix C of the CAP, including provision of bicycle parking, pedestrian linkages and interconnectivity, traffic calming, and landscaping. As described above, the project would also comply with applicable CALGreen energy efficiency policies. Therefore, potential impacts associated with renewable energy and energy efficiency would be less than significant.

LESS THAN SIGNIFICANT IMPACT

7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Landslides?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The City of Morro Bay is located in a seismically active area. Nearby faults that are seismically active and could potentially affect the City include the Los Osos fault, the Hosgri fault, the Oceanic-West Huasna fault, the Rinconada fault, East Huasna fault, the La Panza fault, and the San Andreas fault (City of Morro Bay 2017). Large portions of Morro Bay possess sandy soils with elevated risk of liquefaction and landslides due to their loose and granular composition of the soils. Unstable slopes are more prone to landslides. In Morro Bay unstable slopes occur east of SR 1 and north of SR 41.

Pursuant to the requirements of the 2016 California Building Code, a Soils Engineering Report Update was prepared by GeoSolutions, Inc. in August 2019 as an update to the Geotechnical Investigation, prepared by GeoSolutions, Inc. in July 2007. These reports are included as Appendix C. According to these reports soils at the project site consist of interbedded layers of alluvial soils generally comprised of dark brown silty sand (Appendix C). The southwest portion of the site possesses moderate potential for liquefaction and the northeast portion of the site possesses low potential for liquefaction. The northeast portion of the parcel is designated as an area with high potential for landslides, while the southwest portion has a low potential for landslides (City of Morro Bay 2017).

- a.1. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?*
- a.2. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?*

The project would require minor grading and land alteration for development of a multi-family residential building, open space, and associated parking. Under the Alquist-Priolo Special Studies Zone Act, the State is required to delineate study zones that encompass all potentially or recently-active fault traces deemed sufficiently active to constitute a potential hazard to structures from surface faulting or fault creep. The project site is not located within a known fault zone. However, the project site is located in a moderate zone for seismic hazard and ground shaking according to the United States Geological Survey (USGS) (USGS 2014). To minimize potential seismic impacts to structural development, the California Building Code includes standards for structural design, necessary tests and inspections, provisions addressing building foundations, and standards for the use of certain materials (City of Morro Bay 2006). Additionally, the City's 2006 Local Hazard Mitigation Plan outlines mitigation strategies intended to minimize risk to people, and existing and future critical facilities, due to earthquakes (City of Morro Bay 2006). Compliance with the California Building Code and the City's 2006 Local Hazard Mitigation Plan regarding building standards, hazard mitigation, and seismic safety would minimize risk and exposure to adverse effects of seismic ground shaking.

LESS THAN SIGNIFICANT IMPACT

- a.3. *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?*
- a.4. *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?*
- b. *Would the project result in substantial soil erosion or the loss of topsoil?*
- c. *Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?*

Construction on the project site would be required to comply with all applicable Municipal Code requirements, including notification requirements for the Seismic Safety Program (Municipal Code Chapter 14.18), which requires proper documentation of soil characteristics for designing structures that are built to resist shaking or to remain standing in an earthquake. The Building Division of the Community Development Department reviews project plans for compliance with applicable soils engineering requirements.

The planned development area on the project site is located at the base of a hill on the northern boundary of the site. The planned development area on the project site is generally flat with a slope of less than five percent. Portions of the project site are located within areas of low to moderate liquefaction potential and a low to high risk of landslide (City of Morro Bay 2017). Compliance with National Pollutant Discharge Elimination System (NPDES) permit requirements regarding stormwater would limit project runoff levels to pre-project levels and minimize potential soil erosion and loss of topsoil. Based on the consistency and relative density of the in-situ soils, the Soils Engineering Report Update concludes that the potential for seismic liquefaction of soils at the project site is low (Appendix C). There is potential for differential settlement occurring between foundations supported on two soil materials having different settlement characteristics, such as native soil and engineered fill. Therefore, implementation of recommendations from the Soils Engineering Report Update, is required to reduce the potential for seismically induced settlement and differential settlement at the project site to a less than significant level (Appendix C).

Mitigation Measures

GEO-1 Mat Foundation Construction Requirements

Construction and building plans shall incorporate the conclusions and recommendations described in the Soils Engineering Report Update prepared for the project by GeoSolutions, Inc. in August 2019. Applicable recommendations address preparation of building pads, preparation of paved areas, pavement design, mat foundations, helical piers, slab-on-grade construction, and retaining walls.

The proposed structures shall be constructed with the following requirements to minimize the occurrence of differential settlement between the foundations support due to liquefaction and/or landslides:

- All building foundations shall be founded in equally competent uniform material.
- Exposed soils in building pad areas shall be moisture conditioned to three percent over optimum moisture content and compacted to a minimum relative density of 90 percent.

- Fill materials for the building pad area shall be placed in lifts not exceeding 6 inches in thickness, moisture conditioned to three percent over optimum moisture content, and compacted to a minimum relative density of 90 percent.

Monitoring: Construction and building plans shall clearly note these requirements on applicable sheets. These requirements shall be clearly visible to contractors and City inspectors. Measures shall be implemented during construction, prior to issuance of occupancy clearance.

Significance After Mitigation

Compliance with the requirements described in Mitigation Measure GEO-1 would reduce project impacts associated with liquefaction potential and settlement risk to a less than significant level by minimizing the occurrence of differential settlement between the foundations support due to liquefaction and/or landslides.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

The soils at the project site are classified as silty sand with a very low expansion potential (Appendix C). Therefore, the project would not create substantial risks to life or property due to expansive soils.

LESS THAN SIGNIFICANT IMPACT

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

The proposed development would be connected to the City's existing sewer system for wastewater disposal. Therefore, the project would not result in impacts associated with soils that are incapable of supporting septic tanks and alternative wastewater disposal systems.

NO IMPACT

- f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

According to the Geologic Map of California, San Luis Obispo Sheet (DOC 2010), the site vicinity is underlain by Franciscan Complex (KJf), which includes Cretaceous and Jurassic sandstone with smaller amounts of variably deformed and metamorphosed sandstone, graywacke, mudstone, and chert. Paleontological resources such as trace fossils, mollusks, and marine reptiles have been historically documented within the Franciscan Complex; however, the potential to find fossils within the Franciscan Complex is rare, as this formation is heavily deformed and metamorphosed in many locations (a process that destroys fossils). There are no known paleontological resources, unique geologic formations, or sites located within the project site. Therefore, the project would not be expected to destroy a unique paleontological resource or site or unique geologic feature.

LESS THAN SIGNIFICANT IMPACT

8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

In January 2014, Morro Bay adopted a Climate Action Plan (CAP), which provides qualitative thresholds consistent with AB 32 Scoping Plan measures and goals. As identified SLOAPCD’s *CEQA Air Quality Handbook*, if a project is consistent with an adopted Qualified GHG Reduction Strategy, such as a CAP, that addresses the project’s GHG emissions, it can be presumed that the potential climate change impact of the project’s GHG emissions would be less than significant. This approach is consistent with State CEQA Guidelines Section 15064(h) and 15183.5(b). The City’s CAP was developed to be consistent with State CEQA Guidelines Section 15183.5 and SLOAPCD’s *CEQA Air Quality Handbook* to mitigate emissions and climate change impacts and serves as a Qualified GHG Reduction Strategy for the City of Morro Bay. However, the City’s CAP does not include reduction strategies to meet SB 32 GHG reduction targets. Since the project would be operational after 2020, SLOAPCD’s GHG emission thresholds were used to evaluate to the level of significance for this project.

Calculations of CO₂, CH₄, and N₂O emissions are provided to identify the magnitude of potential project effects. Emissions of all GHGs are converted into their equivalent weight in CO₂ (CO₂e). In March 2012, SLOAPCD adopted three CEQA thresholds for GHG emissions, which are described below:

- **Qualified GHG Reduction Strategies.** A project would have a significant impact if it is not consistent with a qualified GHG reduction strategy that meets the requirements of the State CEQA Guidelines. If a project is consistent with a qualified GHG reduction strategy, it would not have a significant impact; OR,
- **Bright-Line Threshold.** A project would have a significant impact if it exceeds the “bright-line threshold” of 1,150 metric tons CO₂e/year; OR,
- **Efficiency Threshold.** A project would have a significant impact if the efficiency threshold exceeds 4.9 metric tons of CO₂e/service population/year. The service population is defined as the number of residents plus employees for a given project.

The SLOAPCD “bright-line threshold” was developed to help reach the AB 32 emission reduction targets by attributing an appropriate share of the GHG reductions needed from new land use

development projects subject to CEQA. Land use sector projects that comply with this threshold would not be “cumulatively considerable” because they would be helping to solve the cumulative problem as a part of the AB 32 process. Such small sources would not significantly add to global climate change and would not hinder the state’s ability to reach the AB 32 goal, even when considered cumulatively. The threshold is intended to assess small and average sized projects, whereas the per-service population guideline is intended to avoid penalizing larger projects that incorporate GHG-reduction measures such that they may have high total annual GHG emissions, but would be relatively efficient, as compared to projects of similar scale. Therefore, the bright-line threshold is the most appropriate threshold for the project, and the project would have a potentially significant contribution to GHG emissions if it would result in emissions in excess of 1,150 metric tons of CO_{2e} per year.

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

SLOAPCD recommends estimating and amortizing construction emissions over the operational lifetime of a project. Construction of the project would generate temporary GHG emissions primarily due to the operation of construction equipment and truck trips. Emissions associated with the construction period were estimated using CalEEMod Version 2016.3.2, based on the CalEEMod defaults for the construction schedule and equipment used during project construction. Complete results from CalEEMod and assumptions can be viewed in Appendix A

As shown in Table 5, construction activity associated with the project would generate an estimated 82 metric tons of CO_{2e} units. Amortized over a 50-year period, construction of the proposed project would generate approximately 1.6 metric tons of CO_{2e} per year.

Table 5 Estimated Construction Emissions of Greenhouse Gases

	Annual Emissions (Carbon Dioxide Equivalent (CO _{2e}))
Total Estimated Construction Emissions	82 metric tons
Total Amortized over 50 Years	1.6 metric tons per year

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

Long-term operational emissions were also estimated using CalEEMod (see Appendix A for calculations). On-site operational impacts include emissions from energy consumption and natural gas, waste generation, and water and wastewater conveyance. Because CalEEMod does not calculate N₂O emissions from mobile sources, N₂O emissions were quantified using the CCAR General Reporting Protocol (January 2009) direct emissions factors for mobile combustion (refer to Appendix A for calculations).

Table 6 shows the combined construction and operational GHG emissions associated with the project.

Table 6 Combined Annual Emissions of Greenhouse Gases

Emission Source	Annual Emissions
Construction	82 metric tons CO ₂ e
Operational	
Area	0.8 metric tons CO ₂ e
Energy	58.4 metric tons CO ₂ e
Solid Waste	8.1 metric tons CO ₂ e
Water	8.2 metric tons CO ₂ e
Mobile	
From CO ₂ and CH ₄	220.1 metric tons CO ₂ e
From N ₂ O	8.4 metric tons CO ₂ e
Total	386 metric tons CO₂e
Threshold	1,150 metric tons CO ₂ e
Threshold Exceeded?	No

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

As shown in Table 6, the combined annual emissions would total 386 metric tons per year of CO₂e. These emissions do not exceed the applicable SLOPCD threshold of 1,150 metric tons per year of CO₂e. Therefore, the project would not generate GHG emissions that would result in adverse effects on the environment and this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The City of Morro Bay CAP regulates city government operations, energy, solid waste, land use, transportation, and tree removal. Collectively the measures identified in the CAP have the potential to reduce GHG emissions within Morro Bay. The CAP measures focus primarily on actions completed by the City. CAP Measure TL-6 recognizes that energy-efficient designs or growth that facilitates mixed-use, higher density, and infill development near transit stops allows for more efficient use of existing infrastructure and improves city-wide efforts to reduce GHG emissions (City of Morro Bay 2014a). The project site is within 0.25 mile of multiple Morro Bay Transit stops. CAP Measure O-1 requires the following actions to reduce GHG emissions from construction vehicles and equipment:

- Three percent of construction vehicles and equipment shall be electrically-powered or use alternative fuels such as compressed natural gas, and
- The contractor will limit idling of construction equipment to three minutes and will post signs to that effect.

Appendix C of the CAP contains a CAP Compliance Worksheet, which includes mandatory and voluntary emissions reduction measures used by the City to demonstrate project-level compliance with the CAP. The project would be required through Conditions of Approval to comply with all mandatory measures from Appendix C of the CAP, including provision of bicycle parking, pedestrian

linkages and interconnectivity, traffic calming, and landscaping. As described in Section 3, Air Quality, the project would also comply with applicable CALGreen energy efficiency policies. Therefore, potential impacts associated with renewable energy and energy efficiency would be less than significant.

LESS THAN SIGNIFICANT IMPACT

9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*
- b. *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*
- c. *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?*

Construction activities related to the project would be subject to standard requirements for the handling of hazardous materials. Proper handling, transportation, and disposal in accordance with federal, state, and local law and regulations would avoid significant exposure and hazards to people and the environment from potential hazardous materials contamination.

The project is located 0.2 mile from Morro Bay High School. The project would not involve the transport, use, disposal of substantial quantities of hazardous materials, or hazardous emissions. The project site is located adjacent to SR 41, which is a major transportation corridor but is not identified as a major corridor for transportation of hazardous waste (City of Morro Bay 2006). The proposed residential land use would not involve the use or transport of hazardous materials and would not result in an increase in the potential risk of upset along the SR 41 corridor.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

The City's Local Hazard Mitigation Plan states that the potential for hazardous materials emergencies in Morro Bay is low (City of Morro Bay 2006). The following databases were reviewed to evaluate hazardous materials records located on or adjacent to the project site: California State Water Resources Control Board (SWRCB) Geotracker, United States Environmental Protection Agency (USEPA) Resource and Recovery Act, Enviro Facts, USEPA Permit Compliance System, the California Department of Toxic Substances EnviroStor Database, and the USEPA CERCLS Public Access Database. Review of these databases indicates that the project site is not located in a site that is considered to contain hazardous materials pursuant to Government Code Section 65962.5.

The project site is currently undeveloped and there are no known historical uses on the site that would result in hazardous material contamination, such as previous development, agricultural use, or industrial storage. Three fuel stations are located within approximately 400 feet of the project site. These stations have previously been identified as Leaking Underground Storage Tank (LUST) cleanup sites due to potential petroleum hydrocarbon contaminants. The cleanup status of each of these sites is listed as completed and their cleanup cases have been closed (Geotracker 20120).

LESS THAN SIGNIFICANT IMPACT

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

The project site is not located within an airport land use plan, within two miles of a public airport, or near a private airstrip. Therefore, there would be no impacts associated with airport safety hazards.

NO IMPACT

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

The City of Morro Bay's Multi-hazard Emergency Response Plan outlines policies and concepts for responding to earthquakes, hazardous material releases, storm and flooding, wildland fire, nuclear emergencies, and tsunamis. The plan was adopted in 2003 and most recently revised in 2008 (City of Morro Bay 2008). The development of the site with a multi-family residential use would not interfere with implementation of programs outlined in the Multi-hazard Emergency Response Plan.

NO IMPACT

- g. *Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?*

The project site is located within a 'Local Responsibility Area' (LRA), as defined by the California Department of Forestry and Fire Protection (CalFire). Morro Bay is responsible for fire prevention and support within its city limits (City of Morro Bay 2017). According to the City of Morro Bay's Local Hazard Mitigation Plan, the probability of a wildland fire in the community is low and risk of wildland fire is not substantive (City of Morro Bay 2006). According to CalFire, the project site is not located within a Very High Fire Hazard Severity Zone (CalFire 2009). Therefore, the risk of adverse effects from wildland fires would not be significant.

LESS THAN SIGNIFICANT IMPACT

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10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(i) Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

Erosion and siltation during the construction and operation phases could pollute water quality through runoff. The project would add up to 34,920 sf of new impervious surface, which would increase stormwater runoff from the project site (Preliminary Stormwater Control Plan, Appendix D).

Water quality standards and requirements for the project are maintained by the Regional Water Quality Control Board (RWQCB). The project would be required to comply with NPDES General Permit requirements. The NPDES program controls water pollution by regulating point sources that discharge pollutants into waters of the United States, including construction activity. The project would be required to implement the City's Stormwater Management Guidance Manual which requires Low Impact Development (LID) strategies to be incorporated into the final project design and preparation of a Stormwater Control Plan (SWCP) (City of Morro Bay 2014b). A Preliminary SWCP (Appendix D) was prepared for the site in 2019, which outlines drainage designs, applies performance requirements, and estimates post-development runoff from the site. As described in the Preliminary SWCP, runoff from impervious areas would be directed to storm drain inlets or through biofiltration areas. Once collected, runoff would be conveyed to one or more underground retention basins to be determined in the final project design (Appendix D). With incorporation of the design requirements described in the Preliminary SWCP, the project would not violate any water quality standards or waste discharge requirements.

LESS THAN SIGNIFICANT IMPACT

- b. *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*
- e. *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

The Morro Valley and Chorro Valley Groundwater Basins are the main groundwater basins that underlie the City. The City operates seven drinking water wells, four of them active, in the Morro Groundwater Basin, and eight wells in the Chorro Groundwater Basin, with only one being active due to high nitrate levels. The use of groundwater resources from these groundwater basins is controlled by the SWRCB. The project would rely on City water obtained from the State Water Project (SWP) and would not substantially deplete groundwater or interfere substantially with groundwater recharge. According to the Sustainable Groundwater Management Act (SGMA) Basin Prioritization Dashboard, the project site is located in area defined as low priority for groundwater recharge. Therefore, the project would not substantially decrease groundwater supplies, interfere with groundwater recharge, or conflict with the implementation of a water quality control plan.

LESS THAN SIGNIFICANT IMPACT

- c.(i) *Would 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 through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?*
- c.(ii) *Would 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 through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*
- c.(iii) *Would 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 through the addition of impervious surfaces, in a manner that would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*
- c.(iv) *Would 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 through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?*

The topography of the proposed of the area of development is generally flat with a slope of less than-5 percent (Appendix C). The project site is currently vacant and undeveloped, with no impervious pavement. Therefore, the project would alter, but would not adversely affect, existing drainage patterns, and would not impede or redirect flood flows.

The project would add new impervious surfaces which would increase stormwater runoff from the project site (Appendix D). As described in the Preliminary SWCP, runoff from impervious areas would be directed to storm drain inlets or biofiltration areas to catch runoff, which would then be conveyed to one or more underground retention basins. The proposed basin(s) would retain the 95th percentile storm and detain runoff in larger storm events to pre-developed conditions before conveying to an existing swale along Atascadero Road (Appendix D).

LESS THAN SIGNIFICANT IMPACT

- d. *In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?*

The project site is mapped within Federal Emergency Management Agency (FEMA) Zone X according to a recent FEMA May 2017 Map Change (FEMA 2018). Areas in Zone X are considered outside of the 0.2 percent annual chance floodplain (500-year flood). The project would not place any structures or housing within in a 100-year floodplain and would not affect the floodplain elevation offsite. The closest creek to the site, Morro Creek, is located approximately 0.7 mile to the southwest of the project site. The topography of the proposed of the area of development is generally flat with a slope of less than-5 percent and a low expansion potential (Appendix C).

The County of San Luis Obispo has developed an inundation flood hazard map for the county, including incorporated cities. The project site is not located within a dam inundation area and is not subject to flood risk from dam or levee failure according to the County of San Luis Obispo's Dam inundation flood hazard map (County of San Luis Obispo 2018). The City's Safety Element states that future construction of dams would require analysis of flood risk for the community (City of Morro Bay 1988a).

The project site is located within a tsunami hazard area (City of Morro Bay 2017). The City's Multi-Hazard Emergency Response Plan outlines City operations and mutual aid agreements that would take effect in the event of a disaster such as a tsunami (City of Morro Bay 2008b). In addition, the San Luis Obispo County Tsunami Response Plan, which outlines coordinated response to tsunami threats for the areas at risk in the County, includes risk assessment and evacuation guidance. Whale Rock Reservoir, located approximately 4.8 miles north of the project site, is the closest area with potential risk for seiche run up (San Luis Obispo County Office of Emergency Services 2016).

LESS THAN SIGNIFICANT IMPACT

11 Land Use and Planning

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

- a. *Would the project physically divide an established community?*
- b. *Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

The project does not contain features, such as new roads, walls, or other infrastructure, which would physically divide an established community.

The project site is in an urbanized area and is zoned as Mixed Commercial/Residential (MCR/R-4) with a Planned Development (PD) overlay. The site is located in the City’s Coastal Zone and is also part of the North Main Street Specific Plan (SP). The project would develop residential uses in an area of the City that is planned and zoned for a mixture of all uses. The project would be consistent with the City’s Local Coastal Plan Policy Section 30250.a, which requires new residential development to be located within contiguous, or in close proximity to, existing developed areas with adequate public services where it would not have adverse significant effects on coastal resources. The proposed land use is consistent with Chapter 14 of the Municipal Code, which includes minimum regulations for construction, fire prevention, and use and occupancy of buildings and structures (City of Morro Bay 1988b).

NO IMPACT

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12 Mineral Resources

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

- a. *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*
- b. *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?*

The project site does not contain any known valuable mineral resources or mineral resource recovery sites. According to the Department of Conservation (DOC), the project site is located within a Surface Mining and Reclamation Act (SMARA) study area for concrete aggregate in the San Luis Obispo-Santa Barbara Production Consumption Region. However, there are no existing SMARA petitions on the project site or within the study area (DOC 2018). There are no known mineral resources of value to the region or residents of the state within the project site, according to the DOC. Additionally, the site does not contain known mineral resource recovery sites that have been previously delineated by the local general plan, specific plan, or other land use plan.

NO IMPACT

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13 Noise

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

Sound level measurements include intensity, frequency, and duration, as well as time of occurrence. Noise is defined in this analysis as unwanted sound. Noise level (or volume) is measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

Sound pressure level is measured on a logarithmic scale with the 0 dBA level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dBA, and a sound that is 10 dBA less than the ambient sound level has no effect on ambient noise. Because of the nature of the human ear, a sound must be about 10 dBA greater than the ambient noise level to be judged as twice as loud. In general, a 3 dBA change in the ambient noise level is noticeable, while 1-2 dBA changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while areas adjacent to arterial streets are typically in the 50-60+ dBA range. Normal conversational levels are usually in the 60-65 dBA range and ambient noise levels greater than 65 dBA can interrupt conversations.

Noise levels from point sources, such as those from individual pieces of machinery, typically attenuate (or drop off) at a rate of 6 dBA per doubling of distance from the noise source. Noise levels from lightly traveled roads typically attenuate at a rate of about 4.5 dBA per doubling of distance. Noise levels from heavily traveled roads typically attenuate at about 3 dBA per doubling of

distance. Noise levels may also be reduced by intervening structures; generally, a solid wall or berm can reduce noise levels by 5 to 10 dBA (Federal Transit Administration [FTA] 2006). The manner in which homes in California are constructed generally provides a reduction of exterior-to-interior noise levels of approximately 20 to 25 dBA with closed windows (FTA 2006).

Some land uses are more sensitive to ambient noise levels than other uses due to the amount of noise exposure and the types of activities involved. Residences, motels, hotels, schools, libraries, churches, nursing homes, auditoriums, museums, cultural facilities, parks, and outdoor recreation areas are more sensitive to noise than commercial and industrial land uses. Sensitive uses located within the vicinity of the project site include single family and residential units.

- a. *Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

SR 1 and SR 41 are the primary sources of noise on the site. Rincon conducted one ambient sound level measurement on the project site on May 3, 2018 during the evening peak hour for vehicle travel (refer to Appendix E, Sound Level Measurement Data Sheets). The sound level measurement was conducted at the northeast side of the property, oriented southwest towards the intersection SR 1 and SR 41. The existing noise level on the project site was measured at approximately 56 dBA.

The City's General Plan Noise Element standard for "acceptable" noise exposure is 60 dB for most land uses. For residential land uses, this threshold is intended to ensure that interior spaces would not be exposed to noise levels that would impact residents. New residential uses would be required to be designed and constructed in compliance with California Green Building Standard Code (CGBSC) for interior spaces. The manner in which homes in California are constructed generally provides a reduction of exterior-to-interior noise levels of approximately 20 to 25 dBA with closed windows (FTA 2006). Therefore, the proposed residential development would be exposed to interior noise levels up to approximately 36 dBA, which complies with the Title 24 interior noise level maximum of 45 dBA. Additionally, the City's Zoning Ordinance specifies review criteria, noise mitigation, and requirements for noise analysis. Therefore, noise levels at new residential uses would not be exposed to noise that would exceed applicable state and local regulations.

New development on the project site would result in new vehicle trips on area roadways which may increase traffic noise along these roadways. For new vehicle trips to result in a perceptible (approximately 3 dBA) traffic noise increase, a project would typically have to double of vehicle traffic on area roadways in the project site vicinity. Based on the Traffic Study prepared by Ruetters & Schuler Civil Engineers in January 2020 (Appendix F), the primary roadways that would receive new vehicle trips associated with the project would be Atascadero Road, Sunset Avenue, and SR 41. Sunset Avenue would receive the largest proportion of new project traffic because the project's primary ingress and egress point would be on Sunset Avenue. However, there are no receptors located along Sunset Avenue. SR 41 is the primary source of roadway noise in the project vicinity, and most project vehicle trips would use portions of SR 41 in the immediate project site vicinity. The estimated traffic volume along the segment of SR 41 nearest to the project site is approximately 5,300 Average Daily Trips (ADT). The project would result in approximately 224 new daily trips, which would increase existing traffic by approximately 4 percent on SR 41. The project would not double traffic on any roadways in the project site vicinity. Therefore, the project would not result in a perceptible increase to operational noise.

LESS THAN SIGNIFICANT IMPACT

- b. *Would the project result in generation of excessive groundborne vibration or groundborne noise levels?*

Site development would result in short-term increases in ambient noise and groundborne vibration related to the transportation of construction equipment and fill material to the project site as well as the use of construction equipment on the project site, including generator sets, forklifts, graders, pavers, rollers, and tractors. Potential short-term construction noise and vibration levels depend on the location of equipment operating on the site as well as the number and types of construction equipment used during construction. Construction noise and ground borne vibration is regulated by the City's Municipal Code Section 9.28.030, which limits construction activity to the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday and 8:00 a.m. to 7:00 p.m. on weekends and holidays. Compliance with the City's Municipal Code Section 9.28.030 would ensure that short-term noise and vibration during construction would not result in a significant noise impact at adjacent uses.

LESS THAN SIGNIFICANT IMPACT

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

The project is not located within the vicinity of a private airstrip, in the vicinity of an airport land use plan, or within two miles of a public airport or public use airport.

NO IMPACT

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14 Population and Housing

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

- a. *Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*
- b. *Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

The project would result in 35 new residential units. The DOF estimates an average occupancy rate of 2.08 persons per household in Morro Bay (DOF, Table E-1, 2019). Therefore, the project would add up to 70 new residents to the City. The current California Department of Finance (DOF) population estimate for the City of Morro Bay is 10,439 (DOF, Table E-1, 2018). The San Luis Obispo County Council of Governments (SLOCOG) Regional Growth Forecast 2010-2050 presents forecasts of population and employment between 2010 and 2050 for the County of San Luis Obispo, including the City of Morro Bay. SLOCOG projects that the City will have a population of 12,261 residents and 7,433 housing units by 2050. Therefore, the project would not result in an increase in population that would exceed the SLOCOG growth forecast.

The project site is currently undeveloped. Therefore, the project would not result in the displacement of housing units or people.

LESS THAN SIGNIFICANT IMPACT

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15 Public Services

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

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

The project would introduce 35 new residential units that would be served by the City of Morro Bay Fire Department. The Morro Bay Fire Department maintains two stations at 715 Harbor Street (fully staffed) and 460 Bonita Street (not staffed). The average response time for the Department within the community varies depending on geographic location of the incident. The average response time north of SR 41 is approximately five minutes. The department operates and manages two fire engines, one quint, one rescue truck, one command vehicle, two utility vehicles, and a mass casualty vehicle. The department also operates an engine provided the California State Office of Emergency Services.

The project site is surrounded by existing development that is served by existing fire protection services, and the project would not substantially increase demand for fire services or result in any change to fire response or performance objectives. Future construction and structures on site would be required to comply with applicable building and fire codes and fire flow requirements. No new construction or physical alterations of fire protection facilities would be required. The project would

be charged fire public facility fees, which would offset the projected use of fire services.

LESS THAN SIGNIFICANT IMPACT

a.2. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The project would introduce 35 new residential units that would be served by the City of Morro Bay Police Department, which is located at 850 Morro Bay Boulevard. The project site is surrounded by existing development that is served by existing police protection services. The project would not decrease police service ratios or increase response times for the Police Department. As a result, no new construction or physical alterations of police protection facilities would be required. The proposed project would be charged police public facility fees, which would offset the projected use of police services.

LESS THAN SIGNIFICANT IMPACT

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

The City of Morro Bay is served by the San Luis Coastal Unified School District (SLCUSD). Two SLCUSD schools are located in Morro Bay: Morro Bay High School located at 235 Atascadero Road and Del Mar Elementary located at 501 Sequoia Street. In the 2016-2017 school years, Morro Bay High School had 813 students and Del Mar Elementary had 409 students (SLUCSD 2016).

As described in Section 14, *Population and Housing*, the project would add up to 70 new residents to the City. The project would incrementally increase the population of school-aged children and school enrollment. Consistent with the requirements of Senate Bill 50, the project would be charged a school impact fee (Government Code Section 65970) to the SLCUSD. School impact fees would be directed towards the maintenance of adequate school service levels, which includes the expected increases in capacity. Implementation of the state fee system would ensure that significant impacts to schools, which could directly result from implementation of the project, would be offset by development fees. Therefore, the project would not result in new physical impacts associated with school facility expansion or new school facility construction.

LESS THAN SIGNIFICANT IMPACT

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

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

The City of Morro Bay manages numerous parks including Morro Rock Beach, Morro Bay High School, Monte Young Park, Del Mar Park, Anchor Street Park, Keiser Park, Morro Bay City Park, Centennial Park, Coleman Park, Bayshore Bluffs, Tidelands Park, North Point, and Cloisters Park. In addition, Morro Bay is home to Morro Strand State Beach and Morro Bay State Park, which are managed by the California Department of Parks and Recreation, and a state marine recreational management area. Together, these recreational resources total over 5,000 acres of recreation and open space area, including 10 miles of ocean and bay front shoreline (City of Morro Bay 2017). Approximately 95 percent of City's shoreline has public lateral access, which provides active recreational opportunities for residents.

As described in Section 14, *Population and Housing*, and Section 16, *Recreation*, the project would result in new residents to the City, which would incrementally increase in the use of nearby City parks and other public facilities. The project includes a neighborhood-serving park for residents of the development and would be charged park public facilities fees, which would offset the projected use of recreational facilities. The project would not substantially increase the use of public facilities or parks such that new facilities would be required.

LESS THAN SIGNIFICANT IMPACT

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16 Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*
- b. *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

The City of Morro Bay manages 31.56 acres of park space. In addition to City-managed park space, Morro Bay is home to Morro Strand State Beach and Morro Bay State Park, which are managed by the California Department of Parks and Recreation, as well as a state marine recreational management area. Together, these recreational resources total over 5,000 acres of recreation and open space area. In addition to parks, Morro Bay maintains numerous City-owned recreational facilities, including basketball courts, tennis courts, and baseball fields (City of Morro Bay 2018c).

The project site is located within a half mile radius of two community recreational and park facilities, Lila Keiser Park and Morro Strand State Beach. As described in Section 14, *Population and Housing*, the project would add up to 70 residents to the City, which would incrementally increase use of nearby recreational facilities. The project includes an on-site open space that would offset some use of nearby recreational facilities. In addition, the project would be charged public facilities fees for parks which would reduce impacts from additional demand on City recreational facilities.

LESS THAN SIGNIFICANT IMPACT

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17 Transportation

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

The analysis of the project’s potential transportation impacts is based on the Trip Generation and VMT Analysis conducted by Ruetters & Schuler Civil Engineers in January 6, 2020 (Appendix F).

a. *Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

According to the Trip Generation and VMT Analysis, the project would generate approximately 24 trips during the PM peak hour and 18 trips during the AM peak hour of a typical workday, as shown in Table 7.

Table 7 Estimated Project Vehicle Trip Generation

ITE Land Use	Weekday Peak Hour		Total Average Daily Trips
	AM	PM	
220 Multifamily Housing Low Rise	18	24	224

Source: Trip Generation and VMT Analysis conducted by Ruetters & Schuler Civil Engineers in January 6, 2020; Calculations completed using the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition

Due to proximity of Sunset Avenue to the future roundabout at SR 1 and Atascadero Road/Main Street Intersection, the transportation analysis assumed that left turn access would occur at the Hill Street intersection at SR 41 (Appendix F). The guidelines in the Caltrans publication Guide for the Preparation of Traffic Impact Studies, dated December 2002, states that a facility is required to be analyzed when a project would generate more than 50 peak hour trips at an intersection. Since the project would not result in more than 50 peak hour trips at any intersection, a traffic impact study

was not required. As described in the Trip Generation and VMT Analysis, project-added vehicle trips would not add substantially to the demand on the circulation system or conflict with performance standards in any applicable circulation system plan, congestion management program, or any other agency’s plans for congestion management.

The project site is located near transit options and bicycle and pedestrian facilities. The project is located near SR 1, which is a corridor with existing Class II bike lane (City of Morro Bay 2017). The site is located within 0.25 mile of multiple Morro Bay Transit stops with access to San Luis Obispo Regional Transit Agency Route 15. The project would not result in any changes to transit operations, bicycle, or pedestrian facilities, or result in decreased performance or safety of these operations and facilities. Therefore, the project would not conflict with a program, plan, ordinance or policy addressing the circulation system.

LESS THAN SIGNIFICANT IMPACT

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

CEQA Guidelines section 15064.3, subdivision (b) requires transportation impact analysis to consider vehicle miles traveled (VMT) as the measurement of a project’s traffic contribution. The Trip Generation and VMT Analysis compared an estimate of project-added VMT to a baseline VMT for the Morro Bay area and assessed whether project VMT would result in a significant transportation impact. The existing traffic volume on SR 41 is approximately 5,300 ADT. According to the Trip Generation and VMT Analysis, the project would generate approximately 224 new daily trips (Appendix F). Factors considered when estimating project-added VMT included proposed land use, location, and trip distribution. Residents of the project are expected to make vehicle trips throughout the City of Morro Bay and surrounding population and employment centers.

As shown in Table 8, the project is estimated to result in a weighted average VMT of 8.12 miles per vehicle per day. The weighted average VMT accounts for both regional average VMT and local average VMT (Appendix F).

Table 8 Vehicle Miles Traveled

Trip Type	Project ADT	Miles Traveled	Average VMT
Regional	134	1689	12.57
Local	90	130	1.45
Weighted Average			8.12

Source: Trip Generation and VMT Analysis conducted by Ruetters & Schuler Civil Engineers in January 6, 2020; Calculations completed using the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition

SLOCOG estimates a regional average daily VMT of 10.53 miles per vehicle. The VMT data matrix from SLOCOG is included in Appendix F. As shown in Table 8, the project’s average daily VMT is 22% lower than the baseline regional average VMT identified by SLOCOG.

In addition to the project-specific VMT estimate, the Governor’s Office of Planning and Research’s “Technical Advisory of Evaluation Transportation Impacts in CEQA” includes guidelines for the evaluation of affordable housing projects. The following is an excerpt from the advisory for consideration of potential VMT impacts:

“Adding affordable housing to infill locations generally improves jobs-housing match, in turn shortening commutes and reducing VMT... Further, “... low-wage workers in particular would be more likely to choose a residential location close to their workplace, if one is available.” In areas where existing jobs- housing match is closer to optimal, low income housing nevertheless generates less VMT than market-rate housing. Therefore, a project consisting of a high percentage of affordable housing may be a basis for the lead agency to find a less than significant impact on VMT. Evidence supports a presumption of less than significant impact for residential projects (or residential portions of mixed-use projects) containing a particular amount of affordable housing, based on local circumstances and evidence. Furthermore, a project which includes any affordable residential units may factor the effect of the affordability on VMT into the assessment of VMT generated by those units.”

Based on the fact that the project’s daily VMT would be 22% lower than the baseline regional average VMT and the advisory statements from the Governor’s Office of Planning and Research, the project would have a less than significant impact on regional VMT, and would not conflict with CEQA Guidelines section 15064.3, subdivision (b).

LESS THAN SIGNIFICANT IMPACT

- c. *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?*
- d. *Would the project result in inadequate emergency access?*

The project does not include any new public roadways or other public infrastructure. Therefore, the project would not result in roadway hazards on or in the vicinity of the site. Project site design, including property ingress and egress, would be required to provide safe, adequate, and usable site access to pedestrians and vehicles as required by Municipal Code Title 17.12.012. \

LESS THAN SIGNIFICANT IMPACT

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18 Tribal Cultural Resources

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

As of July 1, 2015, California Assembly Bill 52 of 2014 (AB 52) was enacted and expands CEQA by defining a new resource category, “tribal cultural resources.” AB 52 states that “A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment” (PRC Section 21084.2). It further states that the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3).

PRC Section 21074 (a)(1)(A) and (B) defines tribal cultural resources as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe” and are:

1. Listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in PRC section 5020.1(k), or
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified. Under AB 52, lead agencies are required to “begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project.” Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

- a. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?*
- b. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?*

Pursuant to the requirements of Public Resources Code Section 21080.3.1, on November 26, 2019 the City of Morro Bay sent letters to representatives of tribes who have requested AB 52 consultation. A representative of the Santa Ynez Band of Chumash Indians responded on December 26, 2019 in the form of an email and a formal letter requesting no further consultation on this project. The representative requested that the City contact the Santa Ynez Band of Chumash Indians if a Native American monitor would be in place during ground disturbance. A representative of the Xolon-Salinan Tribe responded on January 9, 2020 in the form of an email requesting findings pertaining to CA-SLO-165 and mitigation criteria established for the project. The City provided the requested information to the Xolon-Salinan Tribe on January 14, 2020 and January 21, 2020. A representative of the Xolon-Salinan Tribe responded on February 5, 2020 in the form of a formal letter regarding CA-SLO-165 as a tribal cultural resource, stating disagreement with the Co-MLD status based on discovery in 2017, and recommending that a Xolon-Salinan Tribal monitor be a participant when any ground disturbance begins and that cultural resources discovered be held and curated within the San Luis Obispo County Archaeological Society. City staff is conducting formal consultation in response to these requests. As indicated in Section 5, *Cultural Resources*, CA-SLO-165 is eligible for listing in the CRHR. Project impacts to CA-SLO-165 as a tribal cultural resource would be potentially significant, requiring mitigation.

Mitigation Measures

As discussed in Section 4, *Cultural Resources*, Mitigation Measures CUL-1 through CUL-4 have been included to provide mitigation for potential encounters with known or unknown cultural artifacts during ground disturbance or earthmoving activities for the project, including potential impacts to CA-SLO-165. Mitigation Measures CUL-1 through CUL-4 would require protective measures that would further minimize or avoid potential impacts to CA-SLO-165.

Significance After Mitigation

Completion of the Cultural Resources Monitoring & Treatment Plan, monitoring, data recovery program, and curation requirements described in Mitigation Measures CUL-1 through CUL-4 would reduce potential impacts to tribal cultural resources to a less than significant level.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

19 Utilities and Service Systems

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

- a. *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*
- c. *Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

The project would connect to the City's existing sewer network and would be served by the City's existing wastewater conveyance and treatment infrastructure. The Morro Bay – Cayucos Wastewater Treatment Plant (WWTP) is owned and operated through a Joint Powers Agreement by

the City of Morro Bay and the Cayucos Sanitary District (CSD). Between 2013 and 2017, the WWTP had a 5-year average flow of 0.94 million gallons per day (mgd, City of Morro Bay 2017). The City anticipates that the current WWTP will reach capacity in 2021. In July 2019, the California Coastal Commission approved a proposed new wastewater treatment and water reclamation facility to be built at the intersection of Highway 1 and South Bay Boulevard (CCC 2019). The City is currently in the process of developing a new Wastewater Reclamation Facility (WRF), to meet goals and regulatory requirements of the Regional Water Quality Control Board (RWQCB) (City of Morro Bay 2019a). The new WRF is designed to receive, store, and treat the full influent wastewater flows from the City in accordance with the effluent requirements of the NPDES permit program (City of Morro Bay 2019b). The City's Sewer System Management Plan was last updated in 2019 and is in compliance with State requirements for sanitary sewer system operation. The project would result in an increase in wastewater demand, which would be met by the existing WWTP and increased capacity associated with the WRF. No new or additional wastewater treatment facilities would be required to serve the project, and the project would not cause an exceedance of wastewater treatment requirements of the RWQCB.

To address the requirements of the City of Morro Bay and the requirements of the RWQCB Post Construction Stormwater Management Requirements for Development Projects in the Central Coast Region, a Preliminary Storm Water Control Plan (SWCP) was prepared for the project site in 2019 (Appendix D). The Preliminary SWCP outlines drainage designs, applies performance requirements, and estimates post-development runoff from the site. The City is in compliance the NPDES General Permit for the discharge of stormwater from small-sized Municipal Separate Storm Sewer Systems (MS4). The current Phase II Small MS4 General Permit became effective on July 1, 2013. The City complies with a list of requirements specified by the NPDES, which includes the City's Stormwater Management Program. According to the City's Storm Drainage Master Plan, which was adopted in 1987, all development and redevelopment projects that would create or replace more than 2,500 square feet of impervious surface must incorporate stormwater management controls as describes in the Stormwater Management Guide Manual for Low Impact Development and Post-Construction Requirements (City of Morro Bay 2017).

LESS THAN SIGNIFICANT IMPACT

- b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*

The Morro Bay Public Works Water Division provides water service for the City. The 2015 Urban Water Management Plan (UWMP) provides water supply and demand estimates for 25 years into the future. The UWMP projects that the service area population will reach 12,255 in 2035 (City of Morro Bay 2005). The City receives the majority of its water supply from the State Water Project (SWP), which is purchased by San Luis Obispo County, and from local groundwater. Two local groundwater basins, Morro Basin and Chorro Basin, provide the majority of groundwater for the City. The City operates seven drinking water wells in the Morro Groundwater Basin, four of which are active, and eight wells in the Chorro Groundwater Basin, with only one being active due to high nitrate levels. Additionally, a desalination plant supplements the City's water supply in drought conditions. In 2015, total water production available to the City was 1,088 acre feet (City of Morro Bay 2005).

The City's water supply is projected to remain relatively constant from 2015 through 2035 to meet associated projected water demands, and the City is expected to have an available water supply in excess of projected demands through 2035 (City of Morro Bay 2005).The proposed residential

development is consistent with the land use designation and zoning for the project site. The anticipated growth associated with development of the site is accounted for in the UWMP. Therefore, existing water entitlements and resources would be sufficient to serve the project, and the project would not result in the need for new water entitlements or resources.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*
- e. *Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

Chapter 8.16 – Solid Waste Management of the City’s Municipal Code outlines solid waste collection services and requirements in the City. Solid waste collected in Morro Bay is deposited at the Cold Canyon Landfill, which has a permitted throughput of 1,200 tons per day, a permitted capacity of approximately 23 million cubic yards, and an anticipated 62 years of remaining life (CalRecycle 2015; City of Morro Bay 2017). The landfill has been recently expanded and has adequate capacity for an estimated 62 years of remaining life (City of Morro Bay, 2017). The City contracts with Morro Bay Garbage, which serves the San Luis Obispo Integrated Waste Management Authority jurisdictional area (IWMA; City of Morro Bay 2017).

Construction of the project would generate solid waste, including construction debris. However, construction is not expected to generate waste that would exceed the landfill capacity or substantially affect the anticipated closure date of the landfill. Residential disposal rates in San Luis Obispo County were 4.9 pounds per person per day in 2014 (CalRecycle 2015). As described in Section 14, Population and Housing, the project is anticipated to add up to 70 new residents to the City, which would result in a projected increase of 343 pounds of waste per day. Long-term disposal needs associated with the project would not exceed the capacity of local facilities. In addition, the project would be required to comply with applicable federal, state, and local regulations regarding solid waste.

LESS THAN SIGNIFICANT IMPACT

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20 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*

The project site is not located in the state responsibility area or lands classified as a very high fire hazard severity zone (Board 2019; CalFire 2009). The City of Morro Bay’s Multi-Hazard Emergency Response Plan outlines policies and concepts for responding to earthquakes, hazardous material releases, storm and flooding, wildland fire, nuclear emergencies, and tsunamis. The plan was adopted in 2003 and most recently revised in 2008 (City of Morro Bay 2008b). Residential development of the project site and associated use would not interfere with implementation of programs outlined in the Multi-Hazard Emergency Response Plan.

LESS THAN SIGNIFICANT IMPACT

- b. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*
- c. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

The project site is located within an existing residential and commercial developed area. (CalFire 2009). The project does not propose or require infrastructure that may exacerbate fire risk. According to the City of Morro Bay's Local Hazard Mitigation Plan, the probability of a wildland fire in the community is low and risk of wildland fire is not substantive (City of Morro Bay 2006). Additionally, according to CalFire, the project site is not located within a Very High Fire Hazard Severity Zone. Therefore, the risk of significant adverse effects from wildland fires would be minimal.

LESS THAN SIGNIFICANT IMPACT

- d. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

As described in Section 7, *Geology and Soils*, the planned development area on the project site is located at the base of a hill on the northern boundary of the site. The planned development area on the project site is generally flat with a slope of less than five percent. Portions of the project site are located within areas of low to moderate liquefaction potential and a low to high risk of landslide (City of Morro Bay 2017). However, the project site is minimally susceptible to fire risk, as described above.

LESS THAN SIGNIFICANT IMPACT

21 Mandatory Findings of Significance

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

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

As discussed in this Initial Study, development of the project has the potential to degrade the quality of the environment in several issue areas without the incorporation of the identified mitigation measures. As discussed in Section 4, *Biological Resources*, the project’s potential impacts to special status plants and animals would be less than significant. As discussed in Section 5, *Cultural Resources*, and Section 18, *Tribal Cultural Resources*, the project’s potential impacts to historical or prehistoric resources would be less than significant with mitigation. As discussed in Section 7, *Geology and Soils*, the potential to find fossils within the Franciscan Complex is rare, as this

formation is heavily deformed and metamorphosed in many locations.

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- 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)?*

All environmental issues considered in this Initial Study have been found to result in no impact, a less than significant impact, or a less than significant impact with mitigation incorporated at the project level. Cumulative impacts of several resource areas have been addressed in the individual resource sections, including Section 3, *Air Quality*, Section 8, *Greenhouse Gas Emissions*, Section 13, *Noise*, Section 17, *Transportation/Circulation*, and Section 19, *Utilities and Service Systems* (CEQA Guidelines Section 15064(h)(3)). Other issues (e.g., *Geology/Soils*, *Hazards and Hazardous Materials*) are by their nature project-specific and impacts at one location do not add to impacts at other locations or create additive impacts. Therefore, the impacts of development of the site under the proposed project would be individually limited and not cumulatively considerable.

Although incremental changes in certain issue areas would occur as a result of the project, development of the site under the proposed project would be required to be consistent with existing general plan goals, programs, and policies, and zoning ordinance requirements for the proposed residential development. All environmental impacts that could occur as a result of the project would be reduced to a less than significant level through compliance with existing regulations and applicable General Plan policies and Municipal Code requirements discussed in this Initial Study and implementation of the mitigation measures recommended in this Initial Study for the following resource areas: cultural resources, geology and soils, and tribal cultural resources.

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

Effects on human beings are generally associated with impacts related to such issue areas as air quality, geology and soils, hazards, hydrology and water quality, noise, and traffic safety. As discussed in Section 7, *Geology and Soils*, implementation of the project would result in potential environmental impacts with respect to geology and soils. Mitigation Measure GEO-1 would reduce project impacts associated with liquefaction potential and landslide risk to a less than significant level by minimizing the occurrence of differential settlement between the foundations support due to liquefaction and/or landslides. Potential impacts associated with air quality, hazards, hydrology and water quality, noise, and traffic safety would be less than significant. With implementation of identified mitigation measures, the project would not cause substantial adverse effects on human beings, either directly or indirectly.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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