Final Environmental Impact Report for the Co-Located Dispatch Facility Project

SCH# 2020090201



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Acronyms

ADA	Americans with Disabilities Act
APCD	Air Pollution Control District
CAD	Computer Aided Dispatch
CalFire	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
COC	County Operations Center
DBH	Diameter at breast height
DEIR	Draft Environmental Impact Report
DTSC	Department of Toxic Substances Control
ECC	Emergency Command Center
EIR	Environmental Impact Report
FAA	Federal Aviation Administration
HMMP	Habitat Mitigation and Monitoring Plan
KVA	Key viewing area
LEED	Leadership in Energy and Environmental Design
MM	Mitigation measure
NOP	Notice of Preparation
OSHA	Occupational Health and Safety Act
SPCC	Spill Prevention, Control, and Countermeasure
SPRR	South Pacific Railroad
SWPPP	Storm Water Pollution Prevention Plan
TAAG	Templeton Area Advisory Group
UHF	Ultra high frequency
URL	Urban Reserve Line
VHF	Very high frequency
VIA	Visual Impact Assessment

Executive Summary

Purpose of the EIR

The purpose of an Environmental Impact Report (EIR) is to provide State and local agencies and the public with detailed information on the potentially significant environmental effects that a proposed project is likely to have, to list ways that the significant environmental effects may be minimized, and to indicate alternatives to the project. This Final Environmental Impact Report (FEIR) addresses the environmental effects of the construction and operation of the County of San Luis Obispo Department of Public Works (County) proposed Co-Located Dispatch Facility Project (project).

This FEIR has been prepared in accordance with the California Environmental Quality Act (CEQA) as amended, and the latest State Guidelines for the Implementation of CEQA. The need for a EIR is justified based upon review of the project-specific design, the completion of project-specific technical reports, and the completion of an Initial Study for the project (refer to Appendix A).

Based on the analyses and conclusions in the Initial Study, the FEIR focuses primarily on potentially significant impacts to aesthetic resources. Other environmental resources evaluated in the Initial Study were evaluated in this FEIR as well based on comments received on the Initial Study (Biological Resources and Hazards and Hazardous Materials), review of applicable plans and regulations, as well as the alternatives analysis.

Project Location

The project site is located in the unincorporated community of Templeton, in the County of San Luis Obispo (Figure ES-1). The project site is on a 5-acre County-owned parcel at 350-358 North Main Street, Templeton (Assessor Parcel Number 040-201-038). The parcel is located in the Public Facilities land use category (Figures ES-2 and ES-3). The parcel is located west of North Main Street and east of Highway 101, and currently has a County Sheriff Department building, a County Department of Agriculture building, a covered vehicle area, parking areas, and stormwater basin (Figure ES-4). An access drive and pedestrian walkway provide access to the site from North Main Street.

Project Background

The County is proposing the project to take advantage of the efficiencies provided by a co-located facility and to resolve the following concerns with the existing facilities the project would replace:

- Current facilities do not meet basic standards to house 10-hour duty shifts and 24-hour employees.
- Current facilities are not compliant with the Occupational Safety and Health Administration (OSHA) or the Americans with Disabilities Act (ADA).
- Emergency communication operations are at times adversely impacted due to space constraints and infrastructure shortcomings.

The project was originally proposed to be located at the County Operations Center (COC) at Kansas Avenue, off Highway 1, northwest of the City of San Luis Obispo. However, that site presented significant challenges, including the need to relocate other existing facilities at the COC, soil conditions, and concerns with the aesthetic impacts of the project because it would be highly visible to travelers along Highway 1, which is a State designated scenic highway.

The currently proposed project site in Templeton (Figure ES-1 through 4) is proposed because it is on County-owned land, already houses a County sheriff facility, and provides a suitable location for the communication tower in regard to communication (line-of-sight) with other existing communication towers in the region.

Figure ES-1. Vicinity Map

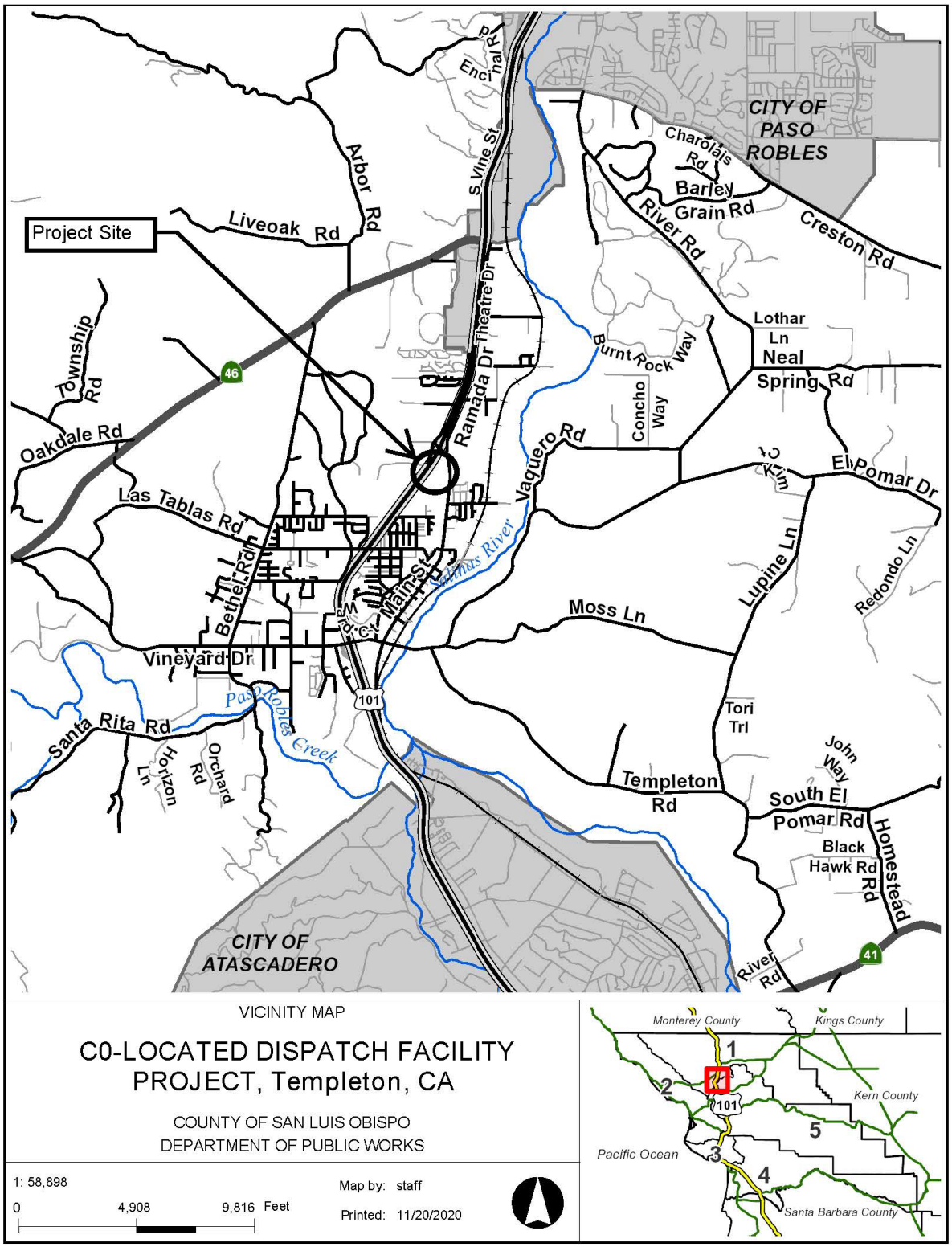


Figure ES-2. Project Area Map

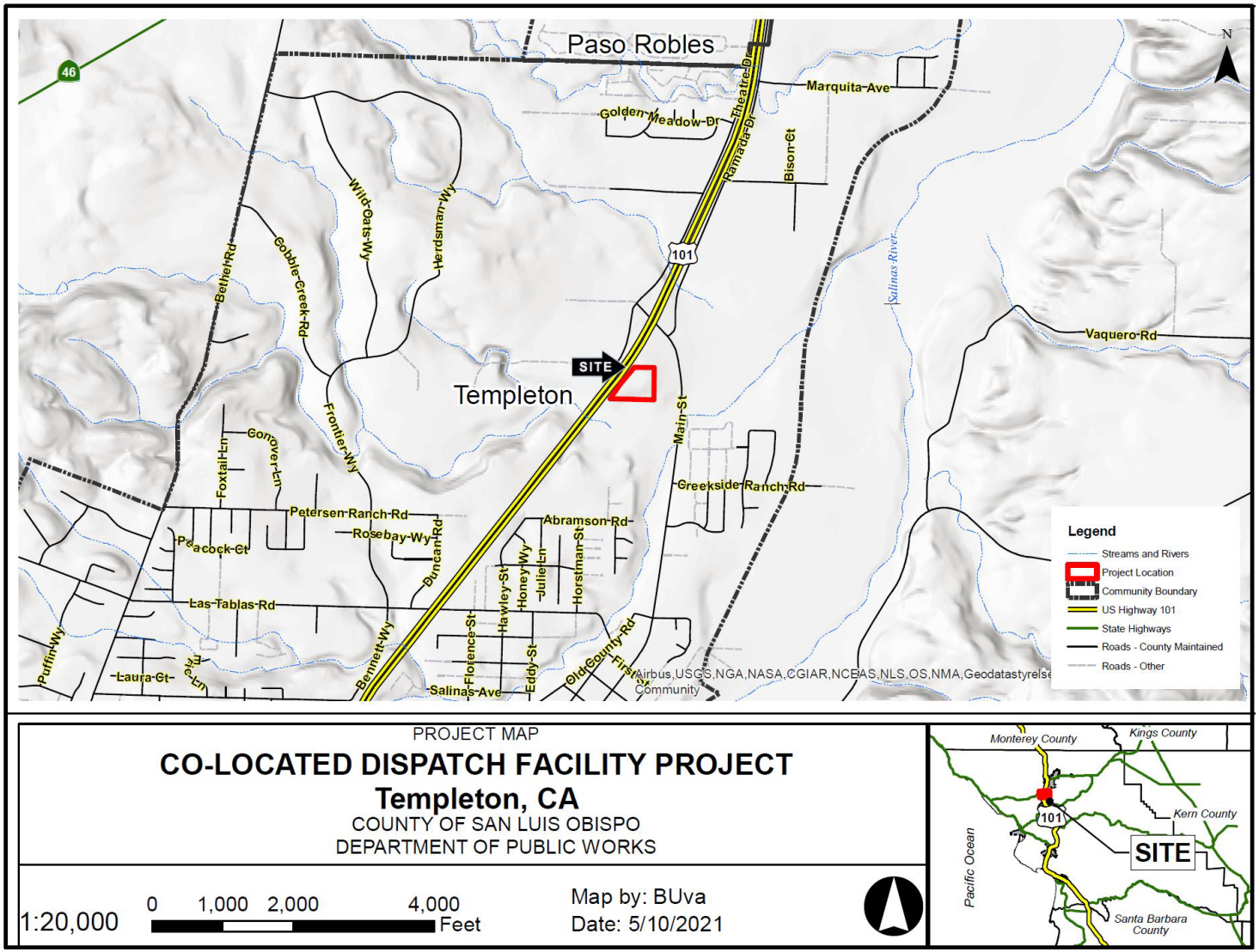


Figure ES-3. Land Use Map

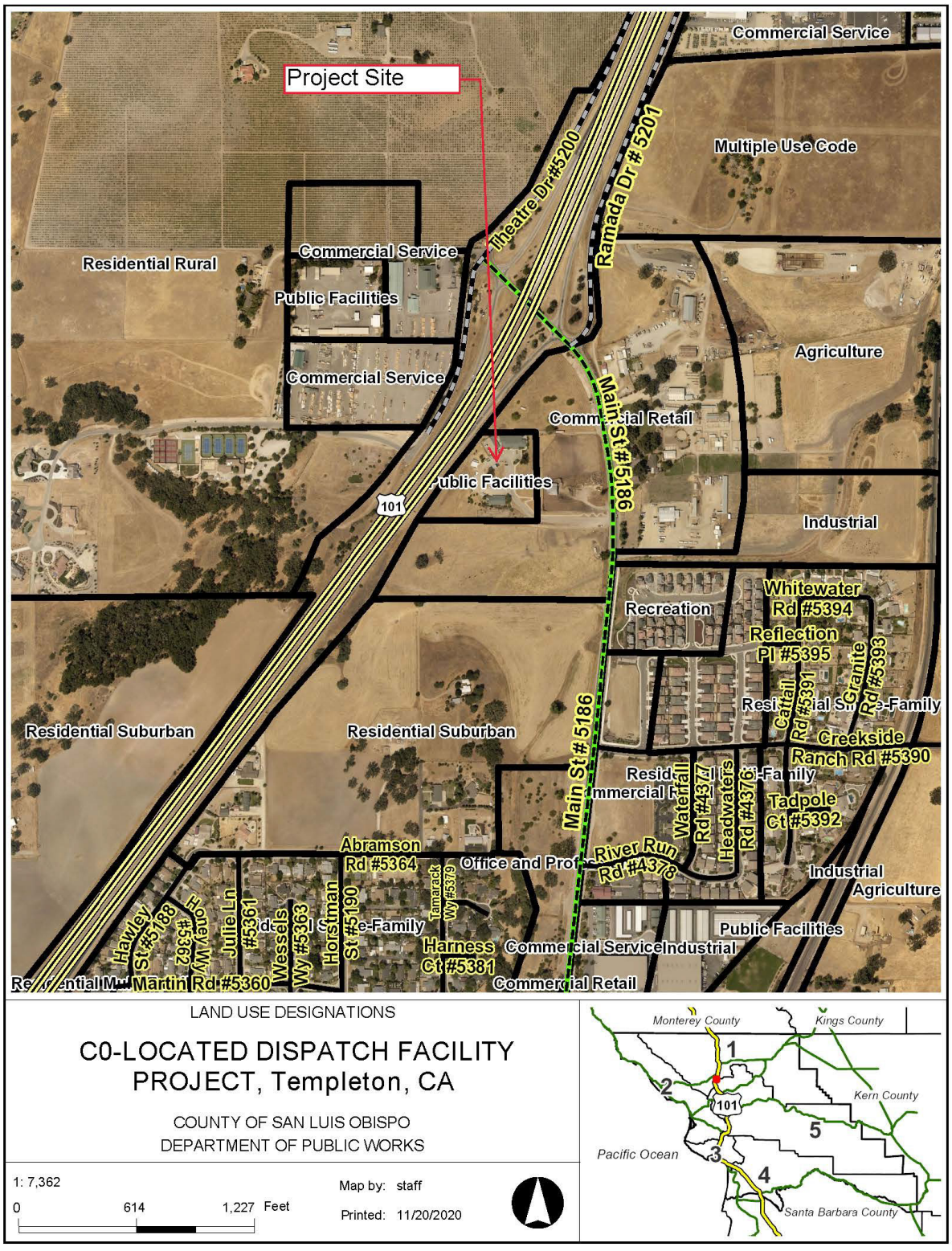
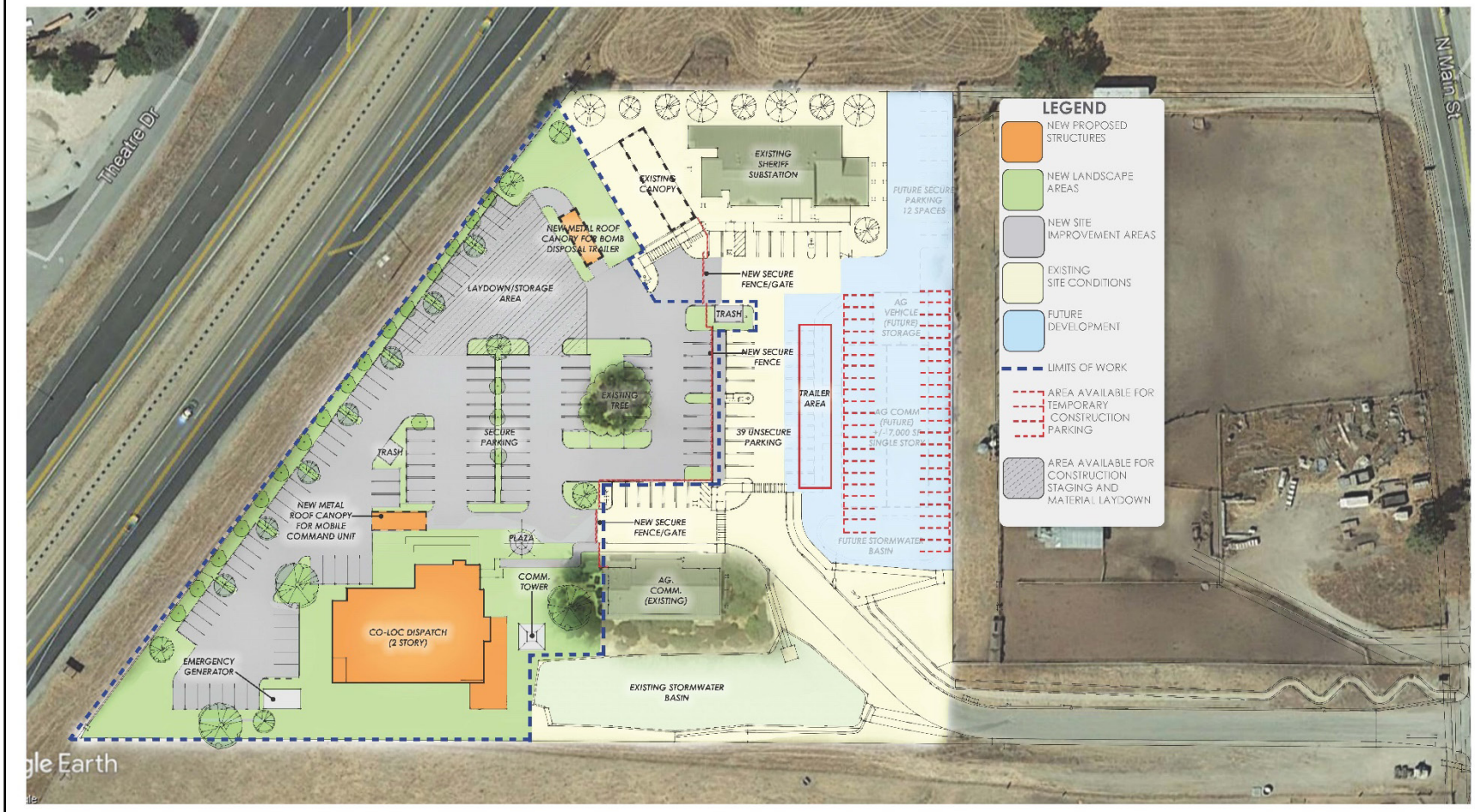


Figure ES-4. Conceptual Site Plan



Project Objectives

The primary objective of the project is to consolidate the County's Sheriff's Office Dispatch Center currently at the COC and the California Department of Forestry and Fire Protection and County Fire Department's Emergency Command Center (currently on North Santa Rosa Street in San Luis Obispo). The facility would serve as the County's primary Public Safety Answering Point to provide dispatch for law enforcement, fire, and ambulance services throughout the unincorporated regions of the county, as well as within the seven incorporated communities. The facility would also serve as a regional emergency response operations headquarters.

Project Objectives include:

- Co-locate the facilities for each participant for the purpose of the efficiencies provided by shared facilities, improved communication between agencies, and improved County-wide dispatch and emergency response functions.
- Provide County-wide communication capability, which requires a clear line-of-sight for microwave paths to other County- and State-owned public safety radio sites located at Tassajera Peak and Mount Lowe.
- Provide a facility with an adequate information technology service center, and communications and backup power redundancy, built to State essential services standards (California Administrative Regulations for the Division of the State Architect, Article 1, 2019).
- Meet the basic standards to house 10-hour duty shifts and 24-hour employees, with sufficient space to safely and effectively conduct emergency communication operations.
- Ensure facility is in compliance with OSHA and ADA standards.
- Provide a user-friendly, safe, and healthy environment for the combined law enforcement and fire dispatching and emergency services personnel.
- Provide appropriate site security measures where necessary.
- Meet or exceed the California Green Building Standards Code (CalGreen) Tier 1 or the intent of the U.S. Green Building Council Leadership in Energy and Environmental Design (LEED) Silver requirements, which pertain to, among other things, energy and water efficiency and environmental quality of materials to be used.

Proposed Project

Proposed facilities include an approximately 18,000-square-foot, two-story Essential Services Emergency Dispatch building (Figures ES-4 and ES-6). The facility would include dispatching centers, staff offices, dormitory, IT server and radio communications space, secure armory, kitchen and break areas, locker rooms, exercise room, laundry, and delivery, supply, and storage areas. The facility would support between 15 and 30 personnel. The exterior of the building would be designed to be compatible with the character of the existing buildings on the parcel (e.g., Figures ES-5).

The Co-Located Dispatch Facility would also include construction of a 140-foot-high public safety radio communications tower (Figure ES-7) with approximately 45 attached antennas including two-way radio antennas, microwave radio antennas, and other associated public-safety-related communications equipment. Antennas attached to the top of the 140-foot-high tower could increase the total height of the structure to 160 feet. The 140-foot-high tower needs to be constructed within 50 feet of the radio equipment in the building to prevent signal loss, which increases with distance away from the tower.

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

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

In order for the proposed communication facility to work as designed, it is necessary to add equipment to the existing Mt. Lowe, Tassajera Peak, and West Cuesta Peak communication tower facilities.

Notice of Preparation

In accordance with the provisions of the State CEQA Guidelines, a Notice of Preparation for the project was distributed on September 14, 2020. The comment period ended on October 15, 2020. A total of seven responses were received. These responses are included in Appendix A.

Notice of Availability of Draft Environmental Impact Report (DEIR)

The Notice of Availability of the DEIR was released on August 21, 2021, with a 45-day comment period on the DEIR ending on October 11, 2021.

The following agencies, organizations, and members of the public provided comments on the DEIR:

1. County of San Luis Obispo Air Pollution Control District (APCD)
2. California Highway Patrol (CHP)
3. Templeton Area Advisory Group (TAAG) comments dated October 5, 2021
4. Public comments filed by TAAG Board Delegated dated October 11, 2021, endorsed as official TAAG comments on October 21, 2021

5. Dorothy Jennings, Templeton resident
6. Jones and Miller families, Templeton residents and neighboring landowners

The APCD commented that appropriate air quality mitigation measures were incorporated into the EIR and that APCD had no other comments. The CHP commented that the project will have no impact to the Templeton area's local operation and/or public safety.

Comments from TAAG and residents focused on a number of issues, primarily aesthetic resources, drainage, and traffic. The comment letter from TAAG includes a statement that the group formally recommends denial of the project.

The full text of all comments received and the County's response to each are provided in Appendix G.

The County has determined that no new significant issues were raised in comments on the DEIR and no substantive revisions or new mitigation measures are necessary.

Significant Environmental Impacts Identified

Significant impacts identified in this FEIR and the measures to address them are shown in Table ES-1. The FEIR concludes that some of the aesthetic impacts of the project would be reduced to a less than significant level with the incorporation of mitigation measures. These include impacts associated with the proposed buildings and parking, for example. Other aesthetic impacts of the project were determined to be significant and unavoidable, including the 140-foot-high communications tower in close proximity to Highway 101, that would be visible for portions of both near-field and far-field views from Highway 101, North Main Street, and other local public roads in the region. The communication tower is an integral component of the project and would have significant and unavoidable adverse impacts to aesthetics. Table ES-1 shows each aesthetic impact identified and all mitigation measures recommended to reduce or avoid impacts.

For the remaining issue areas, the County determined that the potential for significant effects would be reduced to a less than significant level with incorporation of mitigation measures. This is detailed in the Initial Study in the Air Quality, Biological Resources, Cultural Resources, Geology and Soils, as well as Hazards and Hazardous Materials, for example. All project impacts and recommended mitigation measures are shown in Table ES-1.

Project Alternatives

Project alternatives are limited somewhat by the objectives of developing a co-located project, and the technical constraints associated with developing a reliable essential services communications tower that functions with existing regional communication towers. Alternatives evaluated in this FEIR include:

1. No-Action Alternative – This alternative is required by CEQA and in this case would consist of the dispatch functions remaining at the existing County facilities.

2. County Operations Center – This alternative would consist of construction of the co-located dispatch facility on County-owned land at the existing County Operations Center along Highway 1 northwest of the City of San Luis Obispo.
3. Two Tower Alternative – This alternative consists of the proposed project modified to construct two communications towers, each less than 140 feet high, to fulfill project communication needs.
4. Alternative Tower Location – This alternative consists of the proposed project with consideration of a total of eight other alternative tower locations on the parcel.

Generally, the Alternatives Analysis considers alternatives that would avoid or reduce, to the maximum extent feasible, the identified significant and unavoidable impacts. For this project, that would include aesthetic resources impacts. Because of the tower component, all of the proposed alternatives, with the exception of the No Project Alternative, would result in significant and unavoidable aesthetic impacts. However, the No Project Alternative is not feasible because it does not accomplish the project objectives.

Table ES-1 shows each potential impact and all mitigation measures recommended to avoid or reduce identified impacts. The proposed project is considered environmentally superior, or equivalent in environmental impacts, to the remaining alternatives.

Impact Summary Table

Table ES-2 provides a summary of the potential impacts of the proposed project and the mitigation measures associated with each impact that are to be implemented in order to reduce the environmental impacts to a level of insignificance. In accordance with CEQA, Table ES-2 identifies the types of potential impacts described in EIRs and those specifically associated with the proposed development.

Class I Impacts—Significant environmental impacts that cannot be fully mitigated or avoided. The decision maker must adopt a "Statement of Overriding Considerations" as required under CEQA Guidelines Section 15093 if the project is approved. Class I impacts have been identified for the impacts of the project to aesthetic resources.

Class II Impacts—Significant environmental impacts that can be feasibly mitigated or avoided. The decision maker must issue "Findings" under CEQA *Guidelines* §15091(a) if the project is approved. Class II impacts have been identified pertaining to Air Quality, Biological Resources, Cultural Resources, Geology and Soils, and Hazards and Hazardous Materials.

Class III Impacts—Environmental impacts that are adverse but not significant, for which the decision maker does not have to adopt "Findings" under CEQA. All Class II impacts identified in this EIR would become Class III impacts with the adoption of the recommended mitigation. The Class II impact resources listed above would be Class III impacts with incorporation of the mitigation measures listed in Table ES-1.

Figure ES-5. Existing County Sheriff building on the parcel.



Figure ES-6. Preliminary concept for dispatch building.



Figure ES-7. Typical communication tower schematic (actual number and type of attachments would differ).

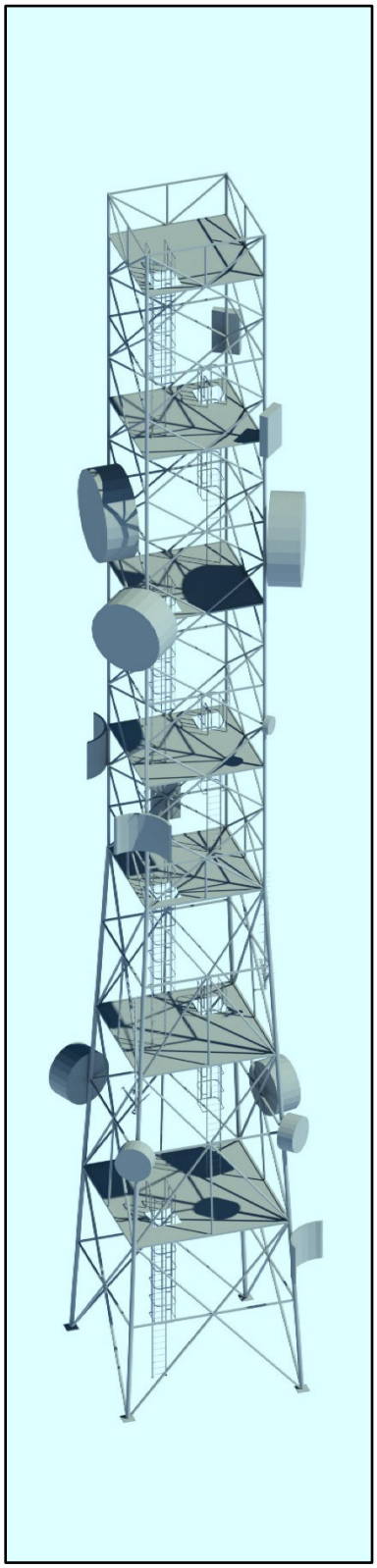


Table ES-1

Alternatives Analysis

Resource Area	Alternatives Comparison				
	Proposed Project	**No Project**	**County Operations Center**	**Two Tower Alternative**	**Alternative Tower Locations**
Aesthetic Resources	Class I	Class III – no change from existing conditions	Class I – potential for unavoidable significant impacts along a State designated scenic Highway 1	Class I	Class I – increased impact or negligible change from proposed project
Air Quality	Class II	Class III – no change from existing conditions	Class II – equal to or greater than proposed project due to intensive construction techniques required	Class II – no change from proposed project	Class II – no change from proposed project
Biological Resources	Class II	Class III – no change from existing conditions	Class II – potential for increased impacts from proposed project due to more rural location	Class II – no change from proposed project	Class II – no change from proposed project
Cultural Resources	Class II	Class III – no change from existing conditions	Class II – potential for increased impacts from proposed project due to increased construction	Class II – no change from proposed project	Class II – no change from proposed project
Geology and Soils	Class II	Class III – no change from existing conditions	Class II – potential for increased impacts from proposed project due to complex soils issues	Class II – no change from proposed project	Class II – no change from proposed project
Hazards/ Hazardous Materials	Class II	Class III – no change from existing conditions	Class II – negligible change from proposed project	Class II – no change from proposed project	Class II – no change from proposed project
Feasibility	Feasible	Feasible	Feasible	Not feasible	Not feasible
Meets Project Objectives?	Yes	No – will not improve operational and cost efficiency of outdated facilities	Yes - but with increased cost and increased severity of unavoidable significant aesthetic impacts	No – does not achieve necessary County-wide communications capability	No – does not achieve necessary County-wide communications capability

Table ES-2

Potentially Significant Impacts

Impact	Duration	Recommended Mitigation Measures (MM)	Impact Class after Mitigation Applied
Aesthetic Resources			
Impact AR-1. The height and location of the communication tower would cause it to be seen extending above the horizon line and interfering with hillside views from public viewpoints in the surrounding area. The most substantial effects would occur for travelers within close range of the project site on Highway 101 and North Main Street. As a result, the project would result in an adverse visual impact to the existing scenic vistas.	Long term	MM-AR-1. *Prior to initiation of the project and during construction, the County shall ensure preparation and implementation of a communication tower plan with the following measures to minimize the silhouette and contrasting appearance of the tower:* 1. *All antennas, microwave dishes and other equipment will be attached as close as possible to the tower frame.* 2. *All conduit, cable, cable trays, and chases will follow the tower frame and be placed to reduce visibility as much as possible.*	Class I
Impact AR-2. The project would be highly visible from the general vicinity of Highway 101 for northbound and southbound traffic, from a portion of North Main Street, and from portions of the adjoining local roadways. A landscaping plan that provides visual screening and buffering would reduce potential adverse aesthetic impacts of the non-tower portions of the project (i.e., the proposed buildings, structures, parking and storage areas, and perimeter fencing) and ensure consistency with the aesthetic design goals of the Templeton community.	Long term	*MM-AR-2. Prior to initiation of the project and during construction, the County shall ensure preparation and implementation of a Landscape Plan that complements the building architecture, provides shade and screening of parking areas, and substantially buffers views from Highway 101. The Landscape Plan shall include the following:* 1. *Removal of mature, native trees with four-inch or greater diameter at breast height will be avoided and minimized to the extent feasible, and any such trees removed for construction will be replaced as part of the landscape planting plan. The landscape planting plan will emphasize use of native species compatible with the existing native species on the site.* 2. *The large mature valley oak in the center of the proposed parking area shall be incorporated into the project design.* 3. *Screen planting will be included along the western property boundary bordering Highway 101, along the west end of the northern property boundary sufficient to screen the new vehicle canopy, and along the west end of the southern property boundary sufficient to screen the proposed dispatch facility.* 4. *Screen plantings will include a combination of trees and shrubs placed along the perimeter fence and within the parking areas. Plantings along the perimeter fence should be selected to maximize the screening function for views of the developed portions of the site from Highway 101 (e.g., large shrubs or evergreen trees as opposed to low shrubs or deciduous trees). The perimeter fence will be placed to provide space for a row of plantings along the outside of the perimeter fence to partially screen the view of the fence.* 5. *Perimeter plants will be installed in random-appearing groups to the extent possible given the available space and desired coverage, to create a more natural appearance than uniformly spaced plants.* 6. *Larger plant stock will be used to increase the amount of project screening in the short-term.* *MM-AR-3. Prior to initiation of the project and during construction, the County shall ensure preparation and implementation of a perimeter fence plan that minimizes any contrast and is compatible with the architectural character of the project. The plan shall include the following:* 1. *Perimeter security fencing will be an open structure.* 2. *Perimeter security fencing will be the minimum height necessary to achieve safety and security requirements.*	Class III

Impact	Duration	Recommended Mitigation Measures (MM)	Impact Class after Mitigation Applied
		3. *Perimeter security fencing will be colored to minimize contrast with the project.* 4. *Chain-link fencing and razor wire will not be used for the perimeter fence.*	
Impact AR-3. Because of the visual dominance of the tower and its industrial-utilitarian appearance, the project would result in a significant and unavoidable visual impact to the visual quality and character of the project site and its surroundings.	Long term	MM-AR-1. *Prior to initiation of the project and during construction, the County shall ensure preparation and implementation of a communication tower plan with the following measures to minimize the silhouette and contrasting appearance of the tower:* 1. *All antennas, microwave dishes and other equipment will be attached as close as possible to the tower frame.* 2. *All conduit, cable, cable trays, and chases will follow the tower frame and be placed to reduce visibility as much as possible.*	Class I
Impact AR-4. New exterior lighting of buildings and other outdoor spaces would be seen from Highway 101, from portions of North Main Street, and from portions of nearby neighborhoods, resulting in adverse visual impacts from its contribution to regional nighttime light pollution.	Long term	*MM-AR-4. Prior to initiation of the project, the County shall ensure preparation and implementation of an external facility lighting plan that reduces nighttime light pollution to the extent feasible given the Essential Services purpose of the project (this measure does not apply to any tower lighting). The plan shall include the following:* 1. *Light trespass from exterior lights will be minimized by directing light downward and using full cut-off lens fixtures or shields.* 2. *Motion detectors will be used on exterior security lighting whenever possible, to be determined based on the appropriate security requirements for the facility, to minimize unnecessary nighttime lighting.* 3. *Exterior light fixtures and illumination shall be consistent with the Templeton Community Design Plan as applicable to a secure public emergency or essential services facility.*	Class III
Impact AR-5. If required by FAA, lighting affixed to the communication tower would be visible from widely surrounding areas and would interfere with nighttime views and enjoyment of the night sky from the surrounding community.	Long term	*MM-AR-5. Prior to initiation of the project, the County shall ensure preparation and implementation of a tower lighting plan, if required, that shall use aircraft activated lighting to reduce the frequency and duration of nighttime tower lighting effects.*	Class I
Impact AR-6. Because of the visual dominance of the tower and its industrial-utilitarian appearance, the project would result in a significant and unavoidable cumulative visual impact.	Long term	MM-AR-1. *Prior to initiation of the project and during construction, the County shall ensure preparation and implementation of a communication tower plan with the following measures to minimize the silhouette and contrasting appearance of the tower:* 1. *All antennas, microwave dishes and other equipment will be attached as close as possible to the tower frame.* 2. *All conduit, cable, cable trays, and chases will follow the tower frame and be placed to reduce visibility as much as possible.*	Class I
Air Quality			
Impact AQ-1. The project could expose sensitive receptors to pollutants such as diesel emissions and fugitive dust.	Short term	*MM-AQ 1. During construction of the project, the following measures shall be implemented to reduce potential expose of sensitive receptors to substantial pollutant concentrations.* 1 *Reduce the amount of the disturbed area where possible.* 2 *Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the County Air Pollution Control District's (APCD) limit of 20% opacity for greater than 3 minutes in any 60-minute period. Increased watering frequency would be required whenever wind speeds exceed 15 miles per hour (mph). Reclaimed (non-potable) water should be used whenever possible. When drought conditions exist and water use is a concern, the contractor or builder should consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control.* 3 *All dirt stock-pile areas should be sprayed daily and covered with tarps or other dust barriers as needed.*	Class III

Impact	Duration	Recommended Mitigation Measures (MM)	Impact Class after Mitigation Applied
		4 *Permanent dust control measures identified in the approve project revegetation and landscape plans should be implemented as soon as possible, following completion of any soil disturbing activities.* 5 *Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established.* 6 *All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD.* 7 *All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible, and building pads should be laid as soon as possible after grading unless seeding soil binders or other dust controls are used.* 8 *Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site.* 9 *All trucks hauling dirt, sand, soil, or other loos materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with California Vehicle Code (CVC) Section 23114.* 10 *"Track-Out" is defined as sand or soil that adheres to and/or agglomerates on the exterior surfaces of motor vehicles and/or equipment (including tires) that may then fall onto any highway or street as described in CVC Section 23113 and California Water Code 13304. To prevent 'track out,' designate access points and require all employees, subcontractors, and others to use them. Install and operate a 'track-out prevention device' where vehicles enter and exit unpaved roads onto paved streets. The 'track-out prevention device' can be any device or combination of devices that are effective at preventing track out, located at the point of intersection of an unpaved area and a paved road. If paved roadways accumulate tracked out soils, the track-out prevention device may need to be modified.* 11 *Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers shall be public with reclaimed water where feasible. Roads shall be pre-wetted prior to sweeping where feasible.* 12 *All PM_{10} [i.e., dust control] mitigation measures required should be shown on grading and building plans.* 13 *The contractor or builder shall designate a person or persons whose responsibility is to ensure any fugitive dust emissions do not result in a nuisance and to enhance the implementation of the mitigation measures as necessary to minimize dust complaints and reduce visible emissions below the APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Their duties shall include holidays and weekend periods when work may not be in progress (for example, wind-blown dust could be generated on an open dirt lot). The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork, or demolition (Contact Tim Fuhs at (805) 781-5912).* 14 *APCD Rule 501 prohibits developmental burning of vegetative material within The County of San Luis Obispo.* 15 *Portable equipment, 50 horsepower or greater, used during construction activities may require California statewide portable equipment registration (issued by the California Air Resources Board) or an APCD permit.* 16 *Based on the types of equipment that may be present at the post-construction site, operational sources may require APCD permits. The following list is provided as a guide to equipment and operations that may have permitting requirements but should not be viewed as exclusive. For a more detailed listing, refer to the Technical Appendix, page 4-4, in the CEQA Air Quality Handbook.* a. *Portable generators and equipment with engines that are 50 hp or greater* b. *Electrical generation plants or the use of standby generators* c. *Public utility facilities* d. *Internal combustion engines*	

Impact	Duration	Recommended Mitigation Measures (MM)	Impact Class after Mitigation Applied
Biological Resources			
Impact BR-1. Construction activities may adversely affect nesting birds.	Short term	*MM-BR-1. If construction activities are conducted during the typical nesting bird season (February 1-September 15) pre-construction surveys shall be conducted by the County or its designee prior to any construction activity or vegetation removal to identify potential bird nesting activity, and:* *a. If active nest sites of bird species protected under the Migratory Bird Treaty Act are observed within the vicinity of the project site, then the project shall be modified and/or delayed as necessary to avoid direct take of the identified nests, eggs and/or young;* *b. If active nest sites of raptors and/or bird species of special concern are observed within the vicinity of the project site, then California Department of Fish and Wildlife (CDFW) shall be contacted to establish the appropriate buffer around the nest site. Construction activities in the buffer zone shall be prohibited until the young have fledged the nest and achieved independence.*	Class III
Impact BR-2. Construction activities may adversely affect special-status wildlife species.	Short-term	*MM-BR-2. Prior to any ground disturbance, a qualified County biologist will conduct pre-construction surveys to determine presence or absence of special-status wildlife species. Wildlife surveys will be done no more than 30 days prior to the start of work. If surveys show an absence of sensitive species, work may proceed without additional measures being required. In the unlikely event that special-status wildlife is observed, mitigation will be implemented to avoid and/or minimize impacts. These measures could include for example, establishing a work buffer area, coordinating with applicable resource agencies, and/or follow-up surveys to confirm if and when the species is no longer utilizing the site.* *MM-BR-3. During construction, no pets will be allowed at the project site during construction.* *MM-BR-4. During construction, all trash that may attract predators will be properly contained and secured, promptly removed from the work site, and disposed of regularly. Following construction, all trash and construction debris will be removed from the work areas.*	Class III
Cultural Resources			
CR Impact 1. Construction-related excavation and site grading has the potential to impact buried cultural resources.	Short-term	*MM-CR-1. If previously unidentified cultural materials are unearthed during construction, work will be halted in that portion of the project area until a qualified archaeologist can assess the significance of the find. Additional archaeological surveys will be needed if the project limits are extended beyond the present survey limits.* *MM-CR-2. As specified by California Health and Safety Code Section 7050.5, if human remains are found on the project site during construction, the person responsible for the excavation, or his or her authorized representative, will immediately notify the County of San Luis Obispo Coroner's office, and the County Environmental office by telephone. No further excavation or disturbance of the discovery or any nearby area reasonably suspected to overlie adjacent remains (as determined by an Archaeologist and/or Native American monitor) will occur until the Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code 5097.98.*	Class III
Geology and Soils			
Impact GS-1. Construction activities have the potential to cause or contribute to erosion and sedimentation from exposed soils.	Short-term	*MM-GS-1. The County or its contractor will install appropriate erosion control measures (i.e., silt fences, hay bales) where necessary along the base of the proposed work area and at the down-gradient end of the proposed construction zone and maintain erosion control mechanisms on a daily basis. Erosion and sediment control measures will be on site prior to the start of construction and kept on site at all times so they are immediately available for installation in anticipation of rain events.*	Class III

Impact	Duration	Recommended Mitigation Measures (MM)	Impact Class after Mitigation Applied
Hazards and Hazardous Materials			
Impact Haz-1. Construction activities have the potential for spills and releases of hazardous materials.	Short-term	*MM-Haz-1. Prior to construction, the County or its contractor will ensure that a plan is in place to minimize the potential for accidental spills or releases of fuels, lubricants, and other hazardous material, and to provide for a prompt and effective response to any accidental spills. Workers will be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur.*	Class III
Impact Haz-2. Construction activities have the potential to ignite fires during the dry season.	Short-term	*MM-Haz-2. Any staging or equipment/vehicle parking areas will be free of combustible vegetation and work crews will have shovels and a fire extinguisher on site during all construction activities.*	Class III

1.0 Introduction

1.1 Project Background

This Final Environmental Impact Report (FEIR) addresses the environmental effects of the construction and operation of the Co-Located Dispatch Facility Project (project). The information presented here supplements the September 2020 Initial Study prepared by the County for the project (Appendix A). In the Initial Study, the County determined that the project has the potential to result in significant effects on aesthetics and that an EIR would be prepared to further evaluate that issue.

In the Initial Study, the County concluded that the project is not expected to have the potential to result in significant effects on any other environmental factors, with incorporation of appropriate mitigation measures pertaining to air quality, biological resources, cultural resources, geology and soils, and hazards and hazardous materials. These factors are not discussed further in this FEIR, with the exception of Biological Resources and Hazards and Hazardous Materials, for which supplemental discussion is provided in Section 4.1.

1.2 Purpose of the EIR

The goal of the California Environmental Quality Act (CEQA) is to:

1. Inform government decision makers and the public about the potential significant environmental impacts of proposed activities; and
2. Identify ways that environmental impact(s) can be avoided or significantly reduced.

The purpose of an EIR is to provide State and local agencies and the general public with detailed information on the potentially significant environmental effects that a proposed project is likely to have, to list ways that the significant environmental effects may be minimized and indicate alternatives to the project.

The preparation of the FEIR is justified based upon review of the project-specific design, the completion of project-specific technical reports, and the completion of an Initial Study for the project (refer to Appendix A). This FEIR has been prepared in accordance with CEQA as amended, and the latest State Guidelines for the Implementation of CEQA.

1.3 Scoping and Notice of Preparation

In accordance with the provisions of the State CEQA Guidelines, the County has taken steps to provide opportunities to participate in the environmental process.

On October 17, 2019, the conceptual project was presented to the Templeton Area Advisory Group (TAAG) at their regular meeting. The County provided responses to TAAG questions, and questions and comments were documented in the Meeting Minutes. No formal motion

was made by TAAG. The County indicated that a more comprehensive site plan may be provided to the TAAG Board Members when available.

As part of the environmental determination process, a Notice of Preparation (NOP) was distributed on September 14, 2020, to various agencies, organizations, and interested persons, including TAAG. The NOP described the proposed project, identified the scope of the environmental review, and invited agencies and the public to review and comment. The NOP included a copy of the Initial Study, which documented the preliminary determination that the scope of the EIR would be limited to the aesthetic impacts of the project.

The close of the NOP review period was October 15, 2020. A total of seven responses were received in response to the NOP. The NOP and copies of each response are included in Appendix A.

1. The California Highway Patrol, Special Projects Section, provided a copy of a memorandum forwarding the NOP to its Telecommunication Section for review. No further comments were submitted.
2. The County of San Luis Obispo Air Pollution Control District provided comments confirming that its recommended mitigation measures were included in the Initial Study, and it had no further comments.
3. The California Native American Heritage Commission provided a comment letter describing the appropriate procedures to be followed for consideration of Tribal cultural resources. The County implemented these procedures prior to completion of the Initial Study.
4. The County of San Luis Obispo Sheriff's Office, Headquarters Division, stated they have no comments on the Initial Study.
5. The Twin Cities Community Hospital responded to the NOP providing their current contact information.
6. The California Department of Toxic Substances Control (DTSC) recommended that a list of topics be addressed pertaining to Hazards and Hazardous Materials. These comments are evaluated in Section 4.1 of this FEIR.
7. The California Department of Fish and Wildlife (CDFW; letter dated November 10, 2020) recommended specific mitigation measures pertaining to Biological Resources. These comments are evaluated in Section 4.1 of this FEIR.

1.4 Draft Environmental Impact Report

The Draft Environmental Impact Report (DEIR) was released for public comment on August 26, 2021, for a 45-day public review period. The review period closed on October 11, 2021. The County received six comment letters, four from public agencies, and two from members of the public. Appendix G of the FEIR lists the public agencies and persons commenting on the DEIR; provides verbatim comments received through the EIR process; and provides responses by the lead agency to comments received.

The comments and the County response are summarized in the Executive Summary of this FEIR. Each comment and the County response is provided in Appendix G. The comments did not result in any significant new information or substantial revisions to the DEIR. Minor editorial corrections to the text of the DEIR have been incorporated into this FEIR; the corrections are listed in Appendix H.

1.4 EIR Contents

The EIR is divided into the following sections:

Executive Summary. Provides a brief summary of the project background, description, impacts and mitigation measures, and alternatives.

Introduction. Provides the purpose of an EIR, as well as scope, content, and the use of the document.

Project Description. Provides the general background of the project, objectives, a detailed description of the project characteristics, and a list of necessary permits and government approvals.

Environmental Setting. Describes the surrounding land uses as well as plans and polices that are relevant to the project. The section also includes a discussion of the project's consistency with those plans and policies.

Environmental Impacts and Mitigation Measures. Confirms topics analyzed in the Initial Study for which no further analysis is needed; evaluates comments provided in response to the NOP pertaining to Hazards and Hazardous Materials and Biological Resources; and provides a complete analysis of Aesthetic Resources (environmental setting, regulatory setting, thresholds of significance, impact assessment, project-specific impacts and mitigation measures, and cumulative impacts).

Other CEQA Mandated Topics. Identifies potential growth inducing impacts, irreversible environmental changes, and energy conservation.

Alternatives. Summarizes the environmental advantages and disadvantages associated with the project and alternatives. As required, the “No Project” alternative is included among the alternatives considered. An “Environmentally Superior Alternative” is identified.

Appendices. Supporting documents, including the NOP, responses to NOP, and Initial Study; conceptual project plans; VIA; the Mitigation Monitoring and Reporting Plan; Consistency with Relevant County Plans and County Code; Response to Comments on the DEIR; and Corrections to the DEIR.

1.5 Use of this Document

This FEIR provides County and local agencies and the public with detailed information on the potentially significant environmental effects of the project and potential mitigation measures. The project is not expected to impact jurisdictional areas or special-status plants or wildlife subject to federal and/or state permit requirements. The following agencies may use this FEIR in reviewing and issuing their respective permits and authorizations (as applicable):

- The County of San Luis Obispo Air Pollution Control District (APCD)
- The County of San Luis Obispo Department of Planning and Building
- The County of San Luis Obispo Department of Public Works
- The County of San Luis Obispo Fire and Cal Fire/Fire Marshal's Office
- The County of San Luis Obispo Environmental Health Department
- Templeton Community Services District/Fire Department
- Federal Aviation Administration (FAA)
- Federal Communications Commission

1.6 Project Sponsors and Contact Information

Key contact persons are as follows:

Lead Agency
The County of San Luis Obispo Department of Public Works
County Government Center, Room 206
San Luis Obispo, CA 93408
Mr. Keith Miller, Environmental Division Manager

Project Proponent
The County of San Luis Obispo Department of Public Works
County Government Center Room 206
San Luis Obispo, CA 93408
Mr. Steve Neer, Project Manager

Property Owner
The County of San Luis Obispo Real Property Services
1087 Santa Rosa Street
San Luis Obispo, CA 93408

Project Sponsors
The County of San Luis Obispo Sheriff's Office
Headquarters Division
1585 Kansas Avenue
San Luis Obispo, CA 93405
Nathan D. Paul, Chief Deputy

California Department of Forestry and Fire Protection (CalFire)/The County of San Luis Obispo Fire Department
635 North Santa Rosa Street
San Luis Obispo, CA 93405
David Penery-Fowler, Battalion Chief, Emergency Command Center

2.0 Project Description

2.1 Project Background

The County is proposing the Co-Located Dispatch Facility (project) to take advantage of the efficiencies provided by a co-located facility and to resolve the following concerns with the existing facilities that would be replaced:

- Current facilities do not meet basic standards to house 10-hour duty shifts and 24-hour employees.
- Current facilities are not compliant with the Occupational Safety and Health Administration (OSHA) or the Americans with Disabilities Act (ADA).
- Emergency communication operations are at times adversely impacted due to space constraints and infrastructure shortcomings.

The project was originally proposed to be located at the County Operations Center at Kansas Avenue, off Highway 1 Northwest of the City of San Luis Obispo. However, that site presented significant challenges, including the need to relocate other existing facilities at the center, soil conditions, and concerns with the aesthetic impacts of the project for travelers along a portion of Highway 1 that is a State designated scenic highway.

The currently proposed project site is proposed because it is on County-owned land, already houses a County sheriff facility, and provides a suitable location for the communication tower in regard to communication (line-of-sight) with other existing communication towers in the region.

2.2 Project Summary

The project consists of a consolidation of the existing County's Sheriff's Office Dispatch Center and the California Department of Forestry and Fire Protection (CalFire) and County Fire Department's Emergency Command Center (ECC). The facility would serve as the County's primary Public Safety Answering Point to provide dispatch for law enforcement, fire, and ambulance services throughout the unincorporated regions of the county, as well as within the seven incorporated communities. These functions that are currently being served from other sites in the County would be relocated to the new facility and the existing Fire and Sheriff facilities would be available for other uses; however, no other uses are proposed at this time.

Under the current situation, the County Sheriff's dispatch receives all incoming 911 calls for the County and routes calls to the ECC. The proposed co-located facility would provide operational and economic benefits from shared resources, infrastructure, network communications, and equipment.

The existing facilities serving these functions are outdated, with substandard access and space, which contributes to more challenging emergency response and dispatch functions. The proposed co-located facility would provide a modern facility with the necessary services and space to conduct effective dispatching operations as well as regional emergency response for the benefit of all residents of the County.

2.3 Project Location

The project site is located in the unincorporated community of Templeton, in the County of San Luis Obispo (Figure 1). The project site is on a 5-acre County-owned parcel at 350-358 North Main Street, Templeton (Assessor Parcel Number 040-201-038). The parcel is located in the Public Facilities land use category (Figures 2 and 3). The parcel is located west of North Main Street and east of Highway 101, and currently has a County Sheriff Department building, a County Department of Agriculture building, a covered vehicle area, parking areas, and stormwater basin (Figure 4). An access drive and pedestrian walkway provide access to the site from North Main Street.

Figure 1. Vicinity Map

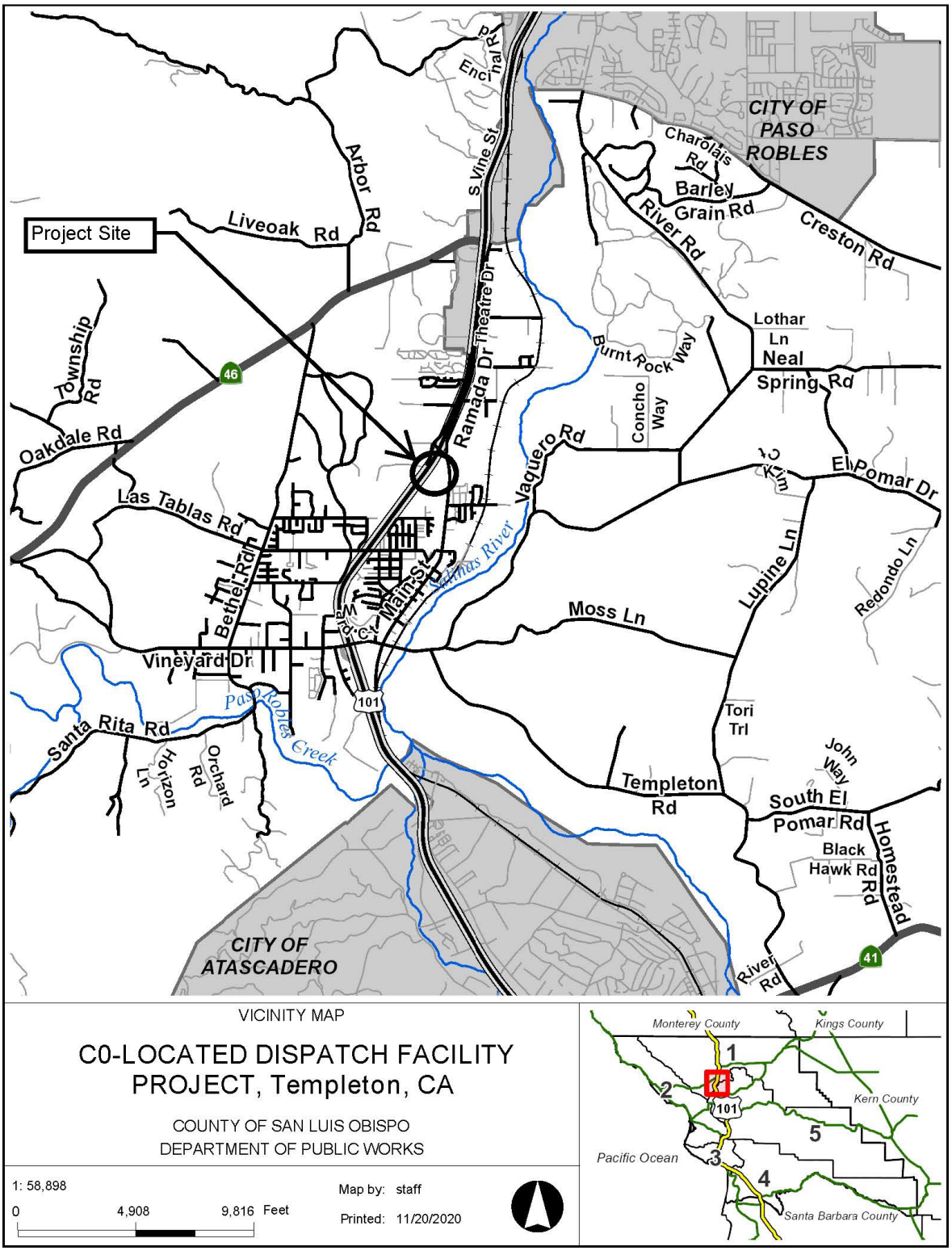


Figure 2. Project Area Map

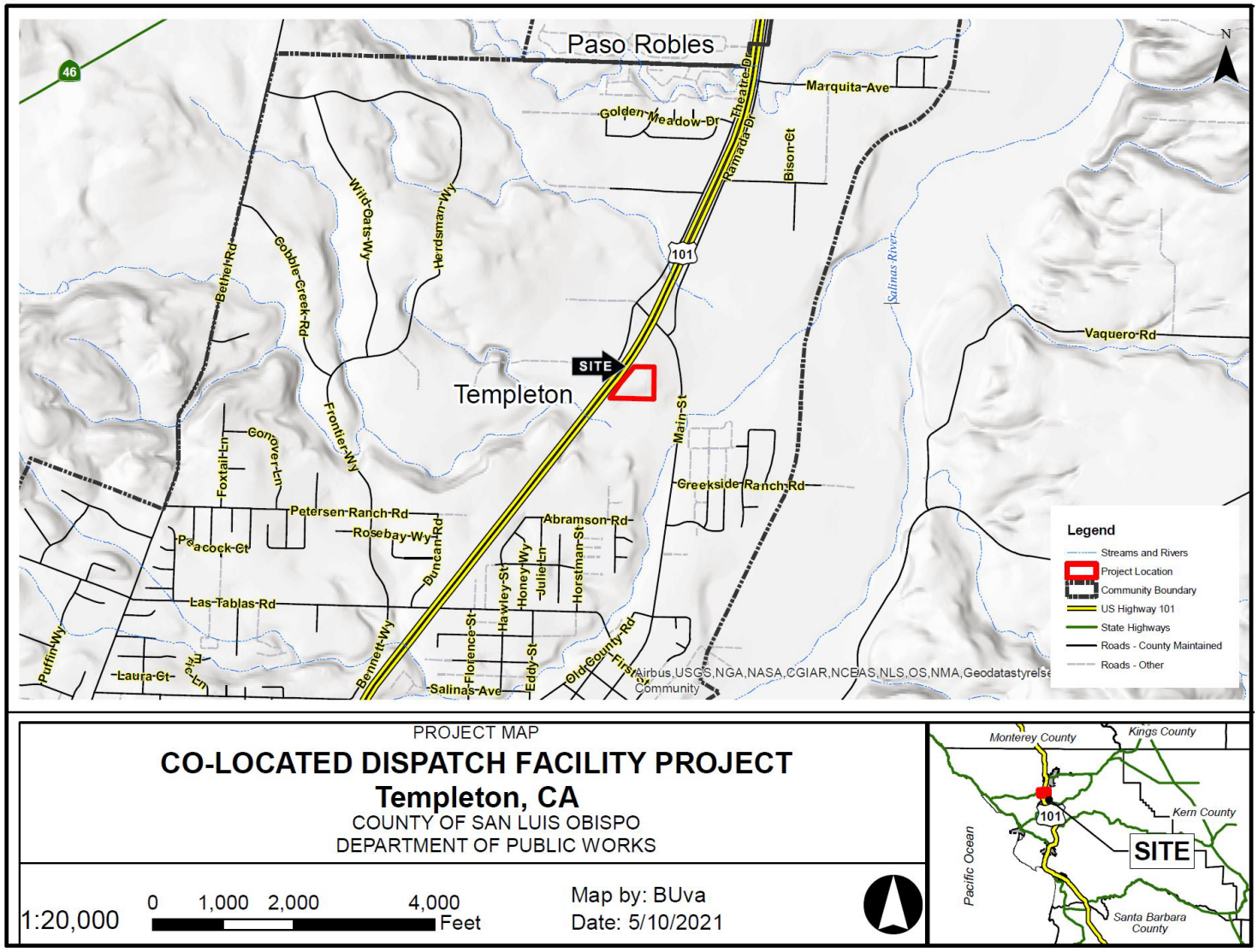


Figure 3. Land Use Category Map

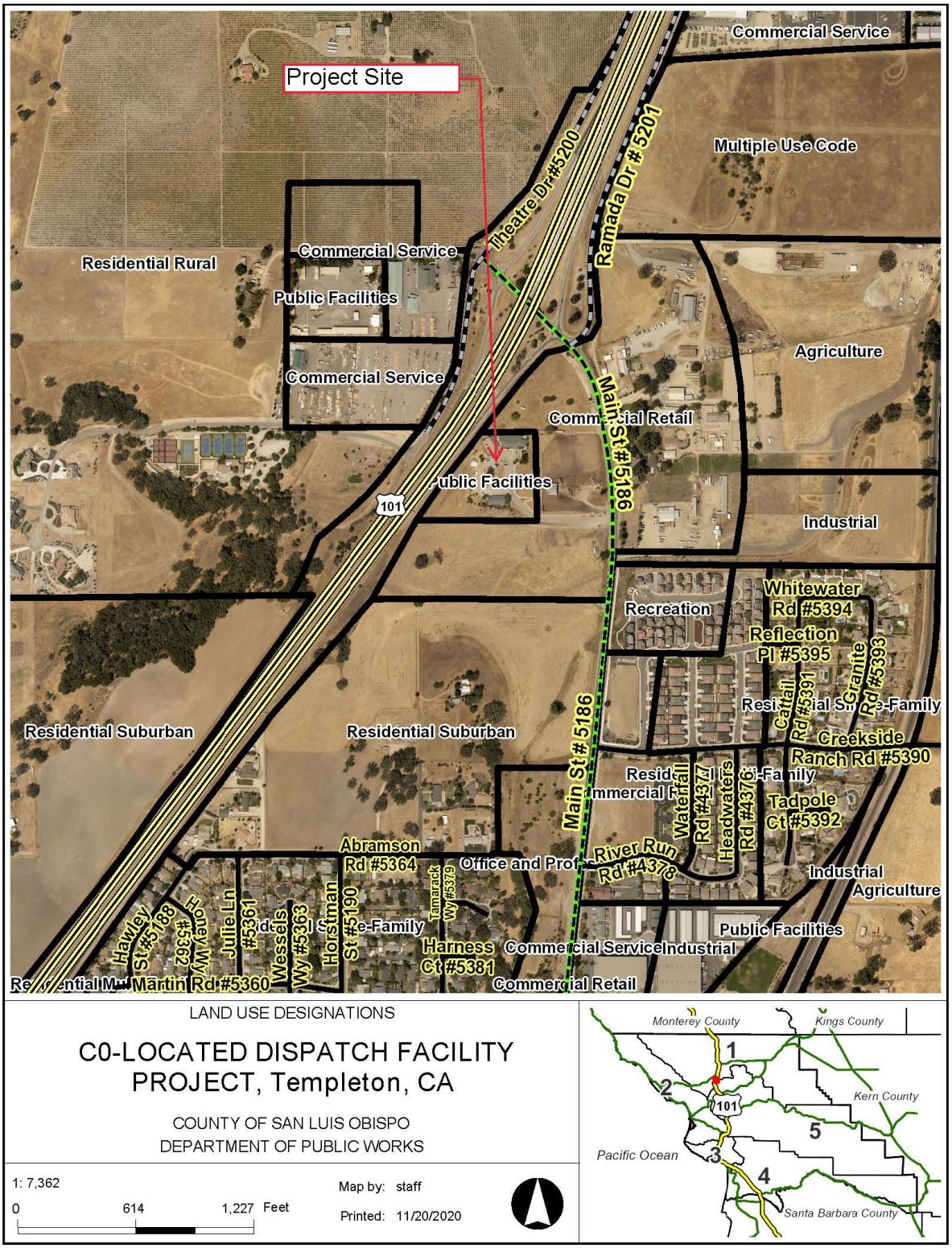


Figure 4. Conceptual Site Plan



2.4 Project Objectives

The primary objective of the project is to consolidate the County's Sheriff's Office Dispatch Center (currently at the County Operations Center at Kansas Avenue off Highway 1) and the California Department of Forestry and Fire Protection and County Fire Department's Emergency Command Center (currently on North Santa Rosa Street in San Luis Obispo). The facility would serve as the County's primary Public Safety Answering Point to provide dispatch for law enforcement, fire, and ambulance services throughout the unincorporated regions of the county, as well as within the seven incorporated communities. The facility would also serve as a regional emergency response operations headquarters.

Objectives in support of this basic project purpose include:

- Co-locate the facilities for each participant for the purpose of the efficiencies provided by shared facilities, improved communication between agencies, and improved County-wide dispatch and emergency response functions.
- Provide County-wide communication capability, which requires a clear line-of-sight for microwave paths to other County- and State-owned public safety radio sites.
- Provide a facility with an adequate information technology service center, and communications and backup power redundancy, built to State essential services standards (California Administrative Regulations for the Division of the State Architect, Article 1, 2019).
- Meet the basic standards to house 10-hour duty shifts and 24-hour employees, with sufficient space to safely and effectively conduct emergency communication operations.
- Ensure facility is in compliance with OSHA and ADA standards.
- Provide a user-friendly, safe, and healthy environment for the combined law enforcement and fire dispatching and emergency services personnel.
- Provide appropriate site security measures where necessary.
- Meet or exceed the California Green Building Standards Code (CalGreen) Tier 1 or the intent of the U.S. Green Building Council Leadership in Energy and Environmental Design (LEED) Silver requirements), which pertain to, among other things, energy and water efficiency and environmental quality of materials to be used.

2.5 Project Components

The project components include an approximately 18,000-square-foot, two-story Essential Services Emergency Dispatch building (Figures 4 and 6). The facility would include dispatching centers, staff offices, dormitory, IT server and radio communications space, secure armory, kitchen and break areas, locker rooms, exercise room, laundry, and delivery, supply, and storage areas. The facility would support between 15 and 30 personnel.

The proposed plan for the buildings is to match the architectural character and colors of the existing buildings on the parcel (Figure 5), which have a light or cream-colored stucco exterior, low-profile green standing-seam metal roofs, and aluminum or steel doors and windows colored to match the green roofing elements.

The project would also include construction of a 140-foot-high public safety radio communications tower with approximately 45 attached antennas (two-way radio antennas, microwave radio antennas, and other associated public-safety-related communications equipment). A conceptual tower design, without the project-specific antenna configuration, is provided in Figure 7. Antennas attached to the top of the 140-foot-high tower could increase the total height of the structure to 160 feet. The 140-foot-high tower needs to be constructed within 50 feet of the radio equipment in the building to prevent signal loss, which increases with distance away from the tower.

Other associated site improvements include a secure perimeter fence; reconfigured and expanded parking with secure and non-secure parking spaces (approximately 64 spaces); internal security fences and access gates; delivery, trash/recycling, and storage areas; circulation and storage areas for emergency response vehicles; security monitoring equipment; emergency generator, backup power equipment, and fuel storage; on-site utilities extended to serve the new facilities; optional outdoor break areas; and landscaping. Stormwater from the proposed development would be directed to the existing stormwater basin, which has adequate capacity to handle the project-related runoff.

The proposed landscaping plan (Figure 4) includes perimeter trees and shrubs to buffer views of the project from Highway 101, and trees to provide shade and improve aesthetics within the project area.

Potential future build-out of the eastern portion of the site (an approximately 0.2-acre area) may include a new Department of Agriculture Building (a one- or two-story building with space for approximately 10 additional personnel), a vehicle storage area, and stormwater improvements if necessary. The existing 3,500-square-foot building would be maintained for other uses in accordance with County program needs. This EIR evaluates full build-out of the parcel, including these features as currently defined through the Design-Build process, although they may not be funded or constructed as part of the project. In the event future development on the parcel is substantially modified from the current conceptual plans, subsequent CEQA evaluation may be required regarding aesthetics and other environmental factors.

The existing access drive and pedestrian walkway off North Main Street would remain. The project may include intersection enhancements such as lighting, signage or wayfinding for the public, and landscaping improvements, although these are not depicted on the current site plan.

In order for the proposed communication facility to work as designed, additional offsite improvements would be required. These include adding equipment to the existing Mt. Lowe, Tassajera Peak, and West Cuesta Peak communication tower facilities. These offsite facilities are addressed in Section 2.6.

2.6 Offsite Communication Network Components

The proposed project would require a regional communication network with primary and backup links between the proposed communication tower on the project parcel and regional towers. The primary emergency communications signal path for the project would be to the County's existing communications site on Tassajera Peak over 10 miles south of the project site. The facility is located on TV Tower Road, on U.S. Forest Service land west of Highway 101, roughly halfway between Santa Margarita and Morro Bay. The County proposes to install several new antennas on this tower specifically to serve the regional communication network for the proposed project. No other site improvements are required at Tassajera Peak.

A secondary, backup communication signal path for the project would be established at the existing West Cuesta Peak Radio Tower Site, over 10 miles south of the project site. This facility is located off TV Tower Road, west of Highway 101 and north of San Luis Obispo, on U.S. Forest Service land. This would require installation of two new antennas on the tower. The County of San Luis Obispo is proposing to replace the communications tower at the Cuesta Peak Communications Site because of its age and condition. However, the need to replace the tower is unrelated to the proposed project and is being evaluated under a separate CEQA document. The two antennas would be installed on the existing or replacement tower, depending on the project schedules.

Because the signal path from the project site to West Cuesta Peak is poor, Cuesta Peak's function as a backup facility would be accomplished by relaying the signal through the existing Mt. Lowe Communication Site, over 15 miles south of the project site. This facility is on Mt. Lowe Road, on U.S. Forest Service Land, east of Highway 101 and northeast of the City of San Luis Obispo. Communication equipment to be added to this facility for the proposed project includes the addition of seven antennas attached to the tower, and associated cabling, network equipment, and a 48-volt DC power system to be installed in the existing equipment vault at the site. No other site improvements are required at the Mt. Lowe site.

2.7 Areas of Disturbance

Based on the site plan, grading for the full build-out scenario would be required on 4 acres of the 5-acre parcel. There are relatively level grades throughout most of the parcel. Areas of cut and fill are estimated to range between -3 and +6 feet, with excavated material to be reused on site to the maximum extent feasible. A large soil mound, approximately 15 feet tall in the southwest corner of the site would need to be excavated and removed for the proposed building and parking areas.

2.8 Construction Techniques

Access - Construction access would be from the existing access drive to the parcel off North Main Street. Construction staging areas would likely be located in the existing and proposed parking areas.

Equipment **-** Heavy equipment including excavators, dozers, backhoes, dump trucks, and cranes would be required to construct the project. In addition, various flatbed trucks, pick-up trucks, generators, pumps, and smaller scale equipment would be used during construction.

Soil Export - Due to the presence of a soil mound left on site from previous site development activities, an estimated 3,000 cubic yards of material may need to be excavated. Much of this material could be reused onsite but some excess material may need to be disposed of offsite. Any exported soil would be hauled to a location that can legally accept the material.

Sedimentation and Erosion Controls – Standard construction measures would be implemented to prevent soil erosion and sedimentation. Standard dust control measures would be implemented to minimize potential adverse effects on nearby sensitive receptors such as schools, residences, and recreation areas. The final sedimentation and erosion control plans would be prepared during the final design and stormwater permitting process.

2.9 Project Schedule

The Co-Located Dispatch building, stormwater features, communication tower, covered parking canopy, new and reconfigured parking areas, security gates, perimeter fence, and landscaping would be constructed as a single project. Construction is expected to take approximately 16 to 18 months, with site grading activities completed in the first two months. This construction schedule does not include potential future buildout of the Department of Agriculture building, which would be constructed separately at a future time.

2.10 Plans to Be Prepared

Prior to construction, a number of project-specific plans will be required in addition to the final design plans. This EIR assumes such plans, or their equivalents, will be required and are therefore considered part of the project description rather than mitigation. These plans include, for example:

Stormwater Pollution Prevention Plan (SWPPP)/Sedimentation and Erosion Control Plan – A SWPPP, which is also called an "erosion, sedimentation, and pollution prevention plan," or similar, is generally required to comply with the State of California's storm water construction general permit. SWPPPs include the pollution prevention team; a site description; a summary of potential pollutant sources; description of control and monitoring measures; and schedules and procedures.

Spill Prevention Control and Contingency (SPCC) Plan – This plan presents a coordinated and integrated set of procedures, methods and equipment requirements to prevent oil and

hazardous substance discharges to the environment, including surface waters and groundwater, and to contain such discharges if they should occur. It provides guidelines for responsible facility personnel for communication and required coordination with and notification of the Federal, State and local response systems when a spill occurs.

Recycling Plan – The project contractor would be required to prepare and implement a Construction Waste Management Plan that describes how construction debris, waste management, and materials recycling will be accomplished in accordance with the County's Construction Contract Recycling Requirements.

Figure 5. Existing County Sheriff building on the parcel.



Figure 6. Preliminary concept for dispatch building.

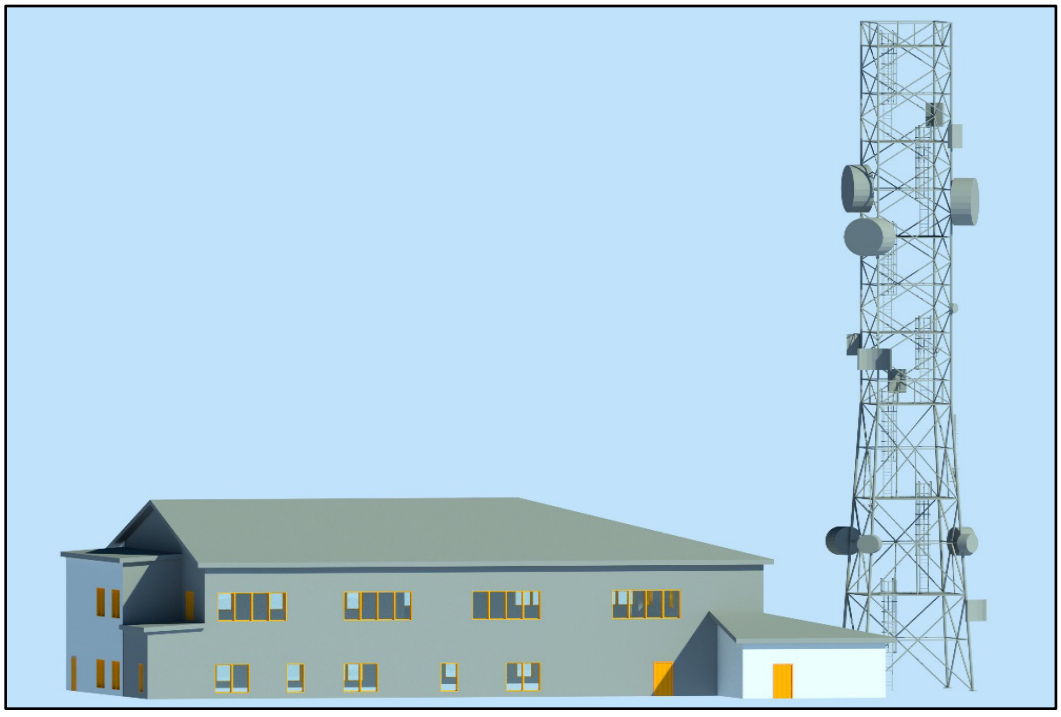
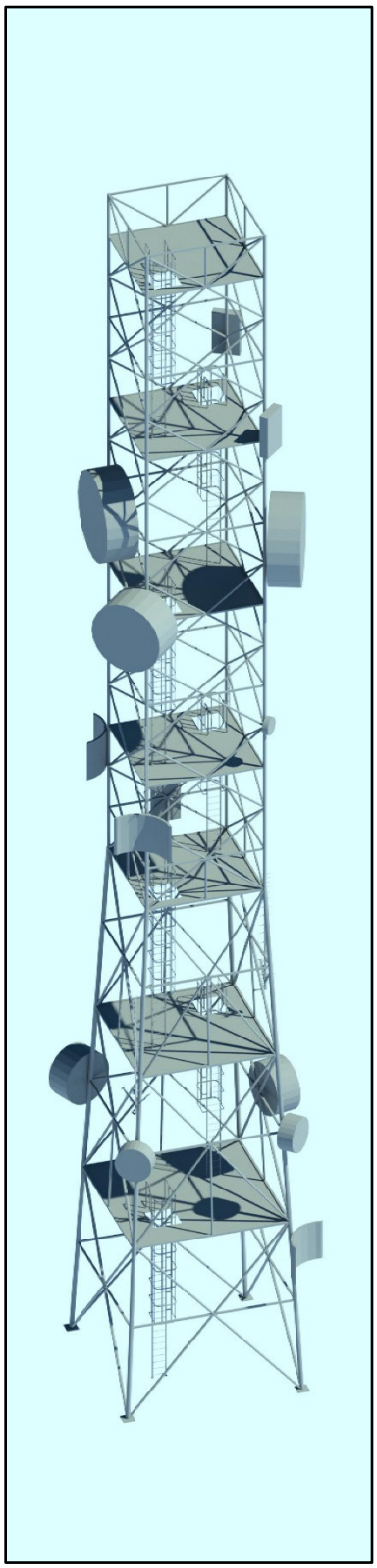


Figure 7. Typical communication tower schematic (actual number and type of attachments would differ).



2.11 Permits and Authorizations

The project will require permits from local and County resource agencies. A list of permits and/or authorizations that may be required is included in Table 1.

Table 1. Anticipated Permits and Authorizations

Agency	Permit Required
County of San Luis Obispo Planning and Building	Grading and Utilities Permit and Building Permit*
County of San Luis Obispo Public Works and Central Coast Regional Water Quality Control Board	Construction General Permit Stormwater Pollution Prevention Plan (SWPPP) for Stormwater Discharges (for disturbance greater than one acre)
Templeton Community Services District and Templeton Fire Department	Grading and Utilities Permit and Building Permit, Utilities Will-Serve letters
Air Pollution Control District and County Environmental Health	Portable Equipment Registration and Intent To Operate Permit will be required for portable generators and engines that are 50 horsepower or greater.
Federal Aviation Administration	Determination of No Hazard to Air Navigation
Federal Communications Commission	County and State frequency licenses for radio frequency (or land mobile radio) use for two-way radio and microwave communications
State Fire Marshal	Approval for Mt. Lowe communication equipment
California Office of Emergency Services	Approval for Mt. Lowe communication equipment
Division of State Architect	Approval for Mt. Lowe communication equipment

* A Land Development Permit is not required for a County project on County-owned land.

3.0 Environmental Setting

The following section describes the plans and policies that are relevant to the proposed project and evaluates qualitatively whether or not the project is consistent with those plans and policies. In addition, this section describes the cumulative development scenario, which provides the basis for the cumulative impact discussions in Section 4.

3.1 CEQA Requirement

CEQA Guidelines section 15125(d) requires that an EIR discuss *"any inconsistencies between the proposed project and applicable general plans and regional plans."* Such plans may include, but are not limited to, applicable air quality attainment or maintenance plans, waste treatment or water quality control plans, regional transportation plans, and habitat conservation plans.

The Initial Study (Appendix A) addressed project compliance with the following:

- County air quality plans and standards (Section I, Air Quality, and Section VIII, Greenhouse Gas Emissions);
- Airport land use plans and emergency response or evacuation plans (Section IX, Hazards and Hazardous Materials);
- Water quality and groundwater management plans (Section X, Hydrology and Water Quality); and
- Habitat conservation plans (Section IV, Biological Resources).

Section 3.2 provides a detailed analysis of project compliance the County's general and regional plans and Templeton plans for aesthetics and any other issues that may warrant more detailed discussion than provided in the Initial Study.

3.2 Plans and Policies

There are a number of County plans and regulations potentially applicable to the project. These include the County General Plan, the North County Area Plan, the Templeton Community Plan, the Templeton Community Design Plan, and the County standards contained in Title 22 of the County Code. In accordance with Section 22.06.040(A) the County is not required to comply with the land use permit requirements of Title 22 (Inland Land Use Ordinance), but it strives to adhere to the spirit and intent of these plans in project design.

The regional plans are intended to supplement the more general plans with region- and community-specific information. The Templeton Community Plan (adopted 2014, content last updated 1996) supplements the Land Use and Circulation Elements of the County General Plan. The Templeton Community Plan includes planning goals that are specific to the project parcel, designating it as a regional center for public facilities. Because the Templeton Community Plan refers specifically to the project parcel, the County considers

the guidance in that plan to be the primary standard for consideration of the aesthetic impacts of the project.

This section also summarizes relevant state and county building codes. A detailed analysis of the project consistency with relevant plans and policies can be found in Appendix E.

3.2.1 County General Plan

The County General Plan provides policies for land use and specific direction for proposed developments within the County. The General Plan contains seven "elements," addressing land use, open space, circulation, conservation, safety, noise, and housing.

The General Plan's Open Space and Conservation Element contains guidelines for protecting community resources. Visual resources are addressed in Chapter 9, and are defined as open areas, scenic corridors, and the built environment.

The project site is not mapped as an area subject to scenic protection standards (Plan Figure VR-1) or a conceptual community separation area (Plan Figure VR-2). The project parcel is not within a designated scenic landmark or landscape.

Visual resource goals in the Open Space and Conservation Element that are potentially applicable to the project include maintaining natural and agricultural landscapes and historic character in rural areas, protecting views from scenic vista points, maintaining a cohesive visual character in urban areas, maintaining views of the night sky, and minimizing visual effects of utility lines. The proposed project would be consistent with these goals because, for example, buildings and structures would be set back from Highway 101 and would maintain a cohesive visual character with the existing development on the parcel. Specific policies that have relevance for the project (Appendix E) would be met to the extent feasible given the essential services function of the project; for example, co-locating communication facilities.

The proposed communication tower would be inconsistent with the visual resource goals of the General Plan's visual resource goals because it would be out of character with the setting, would be silhouetted against the sky from a range of near- and far-field views, and it is not possible to disguise or screen the tower. Refer to discussion in Section 4.2, Aesthetic Resources for more detail.

3.2.2 North County Inland Area Plan

Eight Area Plans supplement the County General Plan, providing specific guidance for different regions of the County based on region-specific conditions.

The project site is in the portion of the County addressed in the Salinas Subarea of the North County Area Plan and is located within the Atascadero/Templeton Water Planning Area. Goals for the Salinas River Subarea include, among others, encouraging a strong, integrated north county economy; development consistent with the north county historical character and heritage; moderating the pace of growth to maintain a high-quality

environment; and minimizing impacts to native habitats. The visual resources section of the plan states the goal of maintaining open areas between towns to provide separation.

The project would be consistent with these goals based on its size, location, and design goals (refer to Section 3.2.4 in this document regarding design standards, and discussion in the Initial Study pertaining to Biological Resources and Land Use and Planning (Appendix A)). The parcel is within the Templeton Urban Reserve Line (URL) and is not in a mapped community separation area (i.e., an area of rural-appearing land between separate, identifiable communities and towns). The North County Area Plan encourages development that is consistent with the north county historical character and heritage, which would be implemented in the project design details for the non-tower portions of the project.

3.2.3 Templeton Community Plan

The Templeton Community Plan supplements the County General Plan by providing information on programs that are specific to Templeton. The project parcel is designated as Public Facilities and the plan describes the planning goals for the parcel as a regional center for County public services. The site is referred to as a "Regional Government Center Site" that would be developed for region-serving public facilities, a court, and county offices.

In regard to aesthetics, the plan states: "The north county regional center site is located on a highly visible hill adjacent to Highway 101. Any development should serve as a landmark at the northern entrance to the community. Building architecture would be appropriate that is exemplary of civic functions within the historic context of Templeton. It should be complemented by landscaping, with special attention to setbacks from the highway to partially buffer views."

The existing County Sheriff and Agriculture Department facilities on the parcel were developed in the mid-2000s in conformance with the historic context cited in the plan. They have a light or cream-colored stucco exterior, low-profile green standing-seam metal roofs, and aluminum or steel doors and windows colored to match the green roofing elements.

The proposed expansion of the existing public service facilities on the parcel is consistent with the intended land use of the parcel described in the Templeton Community Plan.

The project would be consistent with the guidelines for development of the site. For example, the County proposes an architectural style that matches the existing buildings on the parcel, in keeping with the historic context they convey and to maintain the sense of a regional civic center (Figure 5). The project would also include a complementary landscaping plan to partially buffer views of the buildings and structures.

However, the proposed communication tower would be inconsistent with the plan's aesthetic screening goals. Screening or buffering of views of the proposed communication tower would not be feasible due to its height. Refer to discussion in Section 4.2, Aesthetic Resources.

3.2.4 Templeton Community Design Plan

The Templeton Community Design Plan was adopted by the County Board of Supervisors in 1990, updated in 2002, and is incorporated by reference into the North County Inland Area Plans discussed above.

The Templeton Community Design Plan was developed by the County Planning and Building Department to protect the historical character and environmental assets of the community. The plan applies to development within the Templeton URL and recommends that developments be designed to be compatible with the natural setting, neighboring properties, and community design goals. The plan provides specific guidance addressing community character, drainage, circulation, site planning, and architectural style.

The project site is within the Templeton URL. Compliance with the Templeton Community Design Plan is not a requirement of a County project on County-owned land. Nonetheless, the County designs projects to be consistent with such plans to the extent feasible. Accordingly, the County has reviewed the plan to ensure that the project is consistent with the guidance in the plan to the extent feasible because of the benefits that compliance with the plan provides to the natural environment and to the community. Aspects of the project that do not comply with the specific guidance in the plan are generally related to the essential services function of the project.

The Templeton Community Design Plan describes an architectural vernacular that fits the desired rural, western community character. The project would be consistent with this goal because it would be designed with the general architectural style, materials, and colors that form the design of the existing buildings on the parcel.

The drainage section of the Templeton Community Design Plan is focused on the Toad Creek watershed, particularly flooding concerns due to inadequately sized culverts and the barrier between the upper and lower watershed provided by Highway 101.

The project site is in portion of the Toad Creek watershed on the west side of Main Street. The project would be consistent with the drainage goals of the Design Plan because the project design would follow the County's low impact development strategies (County 2017) to ensure stormwater runoff is adequately retained onsite to prevent exacerbation of down-gradient flood conditions. Additionally, the project would not directly affect any drainage channels, culverts, or floodplain areas.

The Circulation section of the Templeton Community Design Plan lists Main Street as one of the principal community connectors; however, it is not listed as one of the roads most severely in need of improvements. The County's Templeton Area Circulation Study provides

current information on traffic conditions (refer to Section 3.2.8) and confirms that the project would be consistent with circulation goals in the Design Plan.

The detailed site planning guidelines from the Design Plan that are relevant for the project address non-residential development outside the downtown area of Templeton. These pertain to, for example, site layout, building design, and lighting. In general, the project's non-tower components would be consistent with the site planning guidelines in most aspects, with minor deviations attributable to the essential services function of the project. A description of the specific guidelines and project consistency with them is provided in Appendix E.

3.2.5 Title 22 of the County Code

Title 22 of the County Code provides standards for proposed development and new land uses in the North County planning area. The sections of the County Code that are applicable to the North County Planning Communities and Villages, and specifically Templeton, are at Section 22.104.090. The standards are applicable within the Templeton URL (which includes the project parcel). They address, among other things, retaining significant natural features, development in the Toad Creek flood hazard area, and building setbacks.

The project would generally be consistent with Section 22.104.090, with the exception of the requirement for a 25-foot, landscaped setback to buffer and screen views from Highway 101. The proposed project would include a perimeter fence and landscape planting area approximately 8 feet wide abutting the Highway 101 right-of-way and bordering the paved parking area for the project. The parking area would include tree plantings between every six parking spaces. Collectively, the landscaping, perimeter fence, and tree canopy area would encompass a width of 25 feet, which would meet the intention of buffering and screening views from Highway 101.

Section 22.30.180 provides standards for communication facilities. The project would be consistent with these standards would generally be met by the project, with the exception of the standard for screening or disguising communication towers so they blend with the surrounding community. Refer to discussion in the Aesthetics Resources discussion, Section 4.2.

A detailed listing of consistency with the standards is provided in Appendix E.

3.2.6 County Public Improvement Standards

The County's Public Improvement Standards (2019) establish minimum standards for project design, construction specifications, and standard construction drawings for public improvements in the County. The purpose is so that public facilities and services ensure the health and safety and enhance the quality of life for the community. The Public Improvement Standards address, among other topics, stormwater features, fire safety, drainage and flood control, low impact development, ADA compliance, and County codes pertaining to buildings, construction, and sanitation.

The project design would adhere to all applicable County codes and ordinances and would comply with the County's Public Improvement Standards.

3.2.7 California Building Codes

The California Building Codes and Fire Codes (Title 24, most recent triennial edition dated 2019) are the minimum design standards that would be met by the project. The California Building Codes also provide more stringent design requirements for Essential Services facilities to ensure that they will be operable after a disaster such as an earthquake or fire. The project would be designed in accordance with all California Building Codes, including the Essential Services facility building codes.

3.2.8 Templeton Circulation Study

The County's circulation studies address the County road improvement fee program, including the level of fees charged to new development and suggested transportation improvements to implement with the fees. The purpose of the fee program is to offset cumulative traffic impacts on community infrastructure that result from new development.

The Templeton Circulation Study was most recently updated in 2017. The proposed road improvement fee project list included six projects encompassing portions of Main Street, Highway 46, Las Tablas Road, Theater Drive, and Bennett Way. With the exception of the Main Street project, traffic to/from the Co-Located Dispatch Facility site is not expected to affect traffic conditions for these road improvement project locations.

The Main Street project would extend from Theater Drive to Ramada Drive, which is the Highway 101 interchange, approximately 935 feet north of the project parcel's access drive. This interchange is expected to continue to experience routine traffic associated with access to the Co-Located Dispatch Facility. The County is conducting planning studies to reconfigure the Highway 101/North Main Street interchange to provide congestion relief and multimodal connectivity. As part of that study, the County is considering potential increases in daily vehicle trips to/from the interchange from all sources. Contributions of traffic from the Co-Located Dispatch Facility site under current and proposed conditions would be a small percentage (less than 2%) of the estimated traffic volumes at the Highway 101/North Main Street interchange.

For more information, please refer to the Transportation section of the Initial Study in Appendix A.

3.3 Cumulative Development Scenario

CEQA Guidelines Section 15355 states that a cumulative impact:

"Refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts."

An analysis of potential cumulative effects requires developing a list of projects with impacts relevant to the proposed project, known as the "cumulative development scenario."

This can be developed by generating a list of pasts, present, and probable future projects producing related or cumulative impacts, or a summary of projections contained in a prior environmental document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact (CEQA Guidelines Section 15130).

The approach for developing a project list in this EIR included a combination of these methods, including the following:

- Past projects as reflected by existing conditions in the vicinity of the site;
- County of San Luis Obispo Department of Public Works proposed projects;
- County of San Luis Obispo Department of Planning and Building geographic information system permit database (accessed on December 11, 2020);
- City of Paso Robles Pipeline Project Report (dated 10/16/2020);
- Paso Robles Gateway EIR (Rincon Consultants, Inc., 2020); and
- Database review for regional communication towers.

These sources were reviewed for development projects that are near the proposed project, including Templeton and southern Paso Robles with an emphasis on the Main Street and Highway 101 corridors. Projects in these areas were reviewed for similar characteristics as the project, which are therefore likely to contribute cumulatively to similar environmental impacts.

Additionally, because of the unique characteristics of the proposed communication tower, namely a tall structure with an industrial appearance that would be visible from a wider area than the rest of the project, a wider geographic scope was applied to the project list for communication towers.

Past Projects

As depicted in Figure 3, existing development in the vicinity of the project site includes commercial facilities to the Northwest on the west side of Highway 101. A lumber yard in that location is bordered by a perimeter fence and landscaping along Highway 101. Small-scale commercial developments border the east side of North Main Street to the east of the project site. Residential subdivisions border the east side of North Main Street to the southeast of the project site.

With the exception of these developments, much of the remaining lands along Highway 101 and North Main Street within approximately half a mile of the project site consists of open space (agricultural fields and pastures with forested field borders and drainages). Beyond this rural area, the more densely developed urban and suburban areas of Templeton and Paso Robles lie to the south and north, respectively.

The density and character of the existing surrounding developments are relevant for consideration of cumulative impacts of the project on drainage and aesthetics.

Paso Robles Gateway Project

The proposed Paso Robles Gateway Project is a phased, 170-acre, multi-use development project located at the intersection of Highway 101 and Highway 46. The EIR was completed in 2020. Site development would include a mix of residential, commercial, and agricultural land uses, including a four-story hotel, bordering roughly 3,000 feet along the west side of Highway 101. The project site is at the southwestern end of the Paso Robles city limits, roughly two miles north of the project site.

The project vicinity is bordered to the east of Highway 101 by existing commercial and industrial developments, including the Firestone Walker Brewing Company complex and Broken Earth Winery, to the south by a commercial shopping center and hotel complex, and smaller surrounding commercial developments.

The Paso Robles Gateway Project would continue the transformation of the character of the southwestern approach to the City of Paso Robles from open hills in a rural setting to an urban/developed condition. Aesthetic mitigation measures such as appropriate lighting and landscaping are proposed to reduce the visual impacts of the project from surrounding public areas. Significant impacts identified in the project EIR include biological resources, tree removal, sedimentation and erosion, drainage issues, water quality, aesthetics, and transportation.

The Paso Robles Gateway Project EIR generated a list of pasts, present, and probable future projects in Paso Robles provided by the City of Paso Robles (timeframe unspecified). That project list predates the more current list summarized below. The EIR concluded that cumulative development based on the list would be located on infill sites throughout Paso Robles, as well large tracts of undeveloped open spaces along the city's urban

perimeter. In the Paso Robles Gateway Project area, "cumulative development would primarily be comprised of hotel and commercial development south of the Highway 46 West interchange and east of U.S. 101, near existing commercial and industrial areas. Under existing The County of San Luis Obispo land use designations, cumulative development outside the city limit north and south of the Project site would be limited to agricultural and rural residential development" (Section 4.1.3 of EIR, Rincon Consultants, Inc., 2020).

Because of the unique localized setting surrounding the project site, the characterization of cumulative development *outside* the Paso Robles city limits cited above is considered more directly relevant for consideration of potential cumulative impacts of the project in Section 4.

City of Paso Robles Pipeline Project Report

A recent City of Paso Robles Pipeline Project Report (dated 10/16/2020) was reviewed for developments in close proximity to the project site and/or in close proximity to Highway 101. The report lists 126 planned or approved projects with 3,368 new dwelling units and approximately 7,169,400 square feet (165 acres) of new commercial space.

Projects include commercial redevelopment or expansion in the existing developed area at the Highway 101 and Highway 46 West interchange, the developed blocks west of Highway 101 in the vicinity of the Highway 46 East interchange, and numerous projects located farther from the Highway 101 corridor in the Highway 46 East corridor. Most of the remaining commercial projects are relatively small, urban redevelopment projects that would not contribute cumulatively to impacts to the Highway 101 corridor. No large residential projects close to Highway 101 were listed.

The only project in close proximity to the project site is the Paso Robles Gateway development project described above. The characterization of regional development conditions based on the Pipeline Project Report is the same as that summarized in the recently completed Paso Robles Gateway Project EIR described above, and the projects within the Paso Robles city limits are not directly relevant for consideration of cumulative impacts of the project.

Templeton Area Development Projects

Development projects in the vicinity of the Co-Located Dispatch Facility that are listed in the County of San Luis Obispo Planning and Building Department permit actions database are primarily limited to cannabis cultivation projects. These are generally to the east and northeast of the project site, primarily east of the Salinas River. They would convert existing agricultural lands to a new agricultural use.

There is a permit application for a commercial development bordering the east side of North Main Street approximately 0.5 mile south of the project parcel. The project consists of 17,670 square feet of commercial space including a restaurant and office and retail space.

Salinas River Anza Corridor Master Trail Plan

The project site is in Reach 3 of the Salinas River Anza Corridor Master Trail Plan (2014). Reach 3 alternatives are shown in Figure 1-7 of the Plan. Depicted trail options in the vicinity of the project site include a trail along North Main Street, Ramada Drive off North Main Street just east of the Main Street/Highway 101 interchange, and Theatre Drive along the west side of Highway 101. Establishment of recreational trails along any of these existing roads raises the potential to result in cumulative effects to, among other factors, biological resources, sedimentation and erosion, and drainage conditions.

Templeton to Atascadero Connector

Regional recreational planning efforts have resulted in identification of this project as a high priority; as such, it is further along in the planning process than other regional trails. The County of San Luis Obispo Department of Public Works is proposing to construct an approximately 1.1-mile-long section of Class I (i.e., separated from traffic) bikeway roughly paralleling Highway 101 and portions of the Salinas River corridor between Templeton and Atascadero. The project is on the east side of Highway 101 more than 1.5 miles south of the proposed Co-Located Dispatch Facility site. The project would consist of a low-profile recreational trail with span bridges over two creeks immediately adjacent to Highway 101. A draft Mitigated Negative Declaration was published for public comment (November 25, 2020, to January 4, 2021) and adopted by the County of San Luis Obispo Board of Supervisors on March 2, 2021. Potentially relevant cumulative impact issues include, among others, biological resources, tree clearing, sedimentation and erosion, drainage issues, and tree clearing/aesthetic impacts.

Communication Towers

Similar existing communication facilities in the County include:

Mount Lowe Radio Tower Site: This existing communication tower is on Mt. Lowe Road (on U.S. Forest Service Land) east of Highway 101, northeast of the City of San Luis Obispo, over 15 miles south of the project site. As described in Section 2.6, the County is currently proposing to install communication equipment on the existing tower and place related equipment and power supply in the existing tower equipment vault as part of the proposed project so that it can serve as a communication signal relay site for the project.

Tassajera Peak Radio Tower Site: communication tower site on TV Tower Road (on U.S. Forest Service land) west of Highway 101 roughly halfway between Santa Margarita and Morro Bay over ten miles south of the project site. As described in Section 2.6, the County proposes to

install several new antennas on this tower as part of the primary emergency communication signal path for the proposed project.

La Panza County Communication Site: The County of San Luis Obispo is proposing to install a new communication tower next to the existing communications building. The project site is located at the end of Los Pelados Road, roughly 25 miles east/northeast of Arroyo Grande, on Assessor's Parcel Number 094-061-004, within the Santa Lucia Ranger District of the Los Padres National Forest northeast of Santa Maria. The site is over 35 miles southeast of the project site. This project is not related to or required for the proposed project.

West Cuesta Peak Communication Site: The County of San Luis Obispo is proposing to install a replacement communications tower at the Cuesta Peak Communications Site located off TV Tower Road, west of Highway 101 and north of San Luis Obispo, on Assessor's Parcel Number 070-061-021, within the Santa Lucia Ranger District of the Los Padres National Forest. The site is over 10 miles south of the project site. The proposed tower replacement is unrelated to the proposed project. However, as described in Section 2.6, the County proposes to install several new antennas on this tower specifically to serve the regional communication network for the proposed project (i.e., as a backup to the Tassajera Peak Tower).

Black Mountain Emergency Communications Tower: This existing communication tower is on Black Mountain Road (in U.S. Forest Service land) south of Route 58 and north of the community of Pozo. The site has a 120-foot-high, four-leg communication tower and is over 22 miles southeast of the project site.

These existing and proposed communication sites are generally in remote areas on public land located throughout the County and substantial distances from the project site (over 10 miles). Based on the wide geographic distribution of the towers and their generally remote locations, they would not be included in the consideration of cumulative significant impacts of the project from the perspective of aesthetics or other environmental issues.

Smaller, privately operated cellular communication towers are common throughout the County. Cell tower mapping tools (e.g., http://www.cellmapper.net) show a number of cell towers along the Highway 101 corridor in Atascadero, Templeton, and Paso Robles. These include, among others, a cell tower near Highway 101 in the vicinity of the Templeton downtown area (south of the project site), one at Highway 101/Templeton Cemetery Road approximately 2,000 feet north of the project site, and more in the Highway 101 corridor in the southern Paso Robles area. The cell towers are generally either set back from the roadside, relatively small, and/or camouflaged to reduce visibility. These factors make them a much less intrusive feature in the landscape than larger communication tower. Nonetheless, they are potentially relevant to the consideration of cumulative significant impacts to aesthetics.

Other Utility Infrastructure

Electric transmission towers, approximately 170 feet tall, cross Highway 101 approximately 3 miles south of the project area and continue across the landscape to the south and east. An existing 65-foot radio tower is located at the California Highway Patrol station approximately 0.8 mile south of the project, adjacent to Highway 101. Athletic field lighting, 75 feet tall, is visible at the Templeton High School approximately 1.7 miles south of the project along Highway 101.

There are also numerous distribution lines and public lighting within/along the Highway 101 corridor. They are a ubiquitous aspect of the viewshed along Highway 101. These other types of utility structures have an incremental effect on the aesthetics of the region and are relevant for consideration of cumulative impacts of the proposed communication tower.

4.0 Impact Assessment

4.1 Initial Study

The conclusions from the Initial Study are provided in Table 2.

Table 2. Impact Conclusions from the Initial Study.

Environmental Factor	Impact Conclusion from Initial Study
Aesthetics	Potentially Significant – more analysis required
Agriculture & Forestry	Less than Significant
Air Quality	Less than Significant with Mitigation
Biological Resources	Less than Significant with Mitigation
Cultural Resources	Less than Significant with Mitigation
Energy	Less than Significant
Geology and Soils	Less than Significant with Mitigation
Greenhouse Gas Emissions	Less than Significant
Hazards & Hazardous Materials	Less than Significant with Mitigation
Hydrology & Water Quality	Less than Significant with Mitigation
Land Use and Planning	No Impact
Mineral Resources	No Impact
Noise	Less than Significant
Population and Housing	No Impact
Public Services	Less than Significant
Recreation	No Impact
Transportation	Less than Significant
Tribal Cultural Resources	Less than Significant
Utilities and Service Systems	Less than Significant
Wildfire	No Impact

The mitigation measures and the Mitigation Monitoring Plan provided in the Initial Study (Appendix A) have been incorporated into the revised Mitigation Monitoring and Reporting Plan for this FEIR (Appendix D). The evaluations in this FEIR provide new measures pertaining to Aesthetic Resources (Section 4.2).

The Initial Study evaluated a conceptual site layout that included the addition of a new stormwater retention basin. Revised analyses confirm that the existing stormwater basin on the parcel is adequate to manage any increase in runoff from the project. Therefore, the proposed stormwater basin has been eliminated from the conceptual site layout plan (Figure 4). The conclusions in the Initial Study pertaining to no significant hydrologic or water quality effects remain valid.

4.1.1 Comments on NOP

The County received two letters in response to the NOP that warrant further discussion.

The California Department of Toxic Substances Control (DTSC). DTSC provided comments on the recommending that a list of topics be addressed in the Initial Study pertaining to Hazards and Hazardous Materials, as follows:

1. Comment: The potential for past or future releases of hazardous materials at the project site should be evaluated, along with delineation of the nature and extent of contamination and evaluation of the potential threat to public health and/or the environment.

   Response: The Initial Study evaluated potential past and future releases of hazardous materials and concluded that no further analyses were required. Refer to the Hazards and Hazardous Materials Section of the Initial Study (Appendix A).

2. Comment: Based on proximity to Highway 101, soil samples should be analyzed for aerially deposited lead prior to any intrusive project activities.

   Response: Onsite soils would be evaluated for aerially deposited lead either by the County as part of geotechnical soil analyses for the project or by the contractor prior to soil disturbance in close proximity to the Highway 101 right-of-way. Soils exceeding total and extractable lead concentrations would be managed consistent with appropriate health and safety procedures, exposed soils would be suitably contained, and excess soil would be disposed of at a suitable facility. Excavating or stockpiling soil in the Caltrans right-of-way would trigger the specific requirements of the agreement between Caltrans and the DTSC: Soil Management for Aerially Deposited Lead-Contaminated Soils. Evaluation of any imported soils for contaminants would be the responsibility of the contractor for compliance with applicable soil use, handling, and disposal requirements.

3. Comment: If any site in the project vicinity have been used for mining activities, proper investigation for mine waste should be conducted in accordance with DTSC procedures.

Response: There is no known or suspected history of mining on the project parcel. The Initial Study evaluated mining operations in the vicinity and concluded that there are no mining sites in close proximity to the project site. Refer to the Mineral Resources Section of the Initial Study (Appendix A).

4. Comment: If buildings or structures are to be demolished, surveys for lead-based paint, mercury, asbestos, and polychlorinated biphenyls should be conducted. Removal, demolition, and disposal of any such substances should be done in compliance with applicable regulations and policies.

   Response: No buildings or structures would be demolished for the project. Existing pavement may be removed but it lacks pavement paint that could contain lead. Any pavement removed for the project would be disposed of at an appropriate offsite facility.

5. Comment: Any soil imported for the project should be sampled to ensure it is contaminant-free.

   Response: In the event import of soil is required for site grading, it will be a contractual responsibility of the contractor to ensure clean fill is used, in accordance with all applicable regulations.

6. Comment: If any project areas have been used for agricultural, weed abatement, or related activities, they should be evaluated for organochlorinated pesticides in accordance with DTSC's 2008 Interim Guidance for Sampling Agricultural Properties.

   Response: The cited DTSC guidance excludes agricultural properties that have been developed, so does not appear to apply to the project site. The project parcel was subjected to soil disturbance and grading activities, including the western portion of the parcel to be used for the proposed project, in the 2000s when the existing site facilities were constructed. Any soil to be removed from the site for offsite disposal would be subject to applicable state testing and disposal requirements.

Conclusion: The DTSC comments do not raise the potential for significant effects not already evaluated in the Initial Study. No further evaluation and no new mitigation measures are necessary.

The California Department of Fish and Wildlife (CDFW; letter dated November 10, 2020) recommended species-specific surveys for Swainson's hawk, burrowing owl, and American badger, as well as nesting bird surveys for migratory birds as follows:

1. Comment: CDFW recommends that a qualified biologist conduct surveys for nesting Swainson's hawk following established protocols during the March 1 through September 15 breeding season, implement a no-disturbance buffer around active nests, and coordinate with CDFW if the appropriate buffer cannot be maintained.

   Response: Based on the documented occurrences in The County of San Luis Obispo (CDFW 2016, CNDDB 2021) and the project site's proximity to routine human

disturbance, occurrence of Swainson's hawk in the project vicinity is highly unlikely. The Initial Study included mitigation measures (BR-1) requiring pre-construction surveys for nesting birds that already adequately address potential impacts to Swainson's hawk as well.

2. Comment: CDFW recommends that a qualified biologist conduct surveys for burrowing owl following established protocols during the April 15 to July 15 peak breeding season; implement specified, year-round, no-disturbance buffers around occupied nests; and conduct any passive relocation activities in accordance with CDFW guidance.

   Response: Due to the developed nature of the project site, occurrence on anything more than a transient basis is considered highly unlikely for burrowing owl. Mitigation measures in the Initial Study, BR-2 specifically, would ensure the project does not result in adverse effects on, or take off, the species.

3. Comment: CDFW recommends that a qualified biologist conduct focused surveys for American badger and their habitat features prior to ground or vegetation disturbance for the project and implement avoidance buffers for active dens.

   Response: Due to the disturbed nature of the project site, occurrence on anything more than a transient basis is considered highly unlikely for American badger. Mitigation measures in the Initial Study, BR-2 specifically, would ensure the project does not result in adverse effects on, or take off, the species.

Conclusion: Based on this analysis, no further evaluation or new mitigation measures are necessary.

4.1.2 Offsite Communication Tower Impacts

As described in Section 2.6, the communication network for the project would rely on primary and backup signal paths between the project site and existing communication facilities on Tassajera Peak, Mt. Lowe, and West Cuesta Peak. Project-related improvements at these offsite facilities would consist of attaching two-way radio and microwave antennas and associated cabling to the existing towers, and installing related connections, equipment, and a power supply (for Mt. Lowe) in the existing equipment vaults for each tower.

These project components were not evaluated in the Initial Study. At each of the three facilities, installation of project-related equipment would:

- Use designated equipment space on the existing towers and in the existing equipment vaults;
- Use existing access roads and disturbed land around the existing facilities for construction access and staging;
- Not require any new ground disturbance or vegetation clearing;

- Not result in any new operational air emissions, stormwater runoff, or hazardous materials use or storage;
- Not have a material effect on any of the other environmental factors evaluated in the Initial Study.

As such, the proposed equipment additions on the existing regional communication towers would not introduce the potential to result in significant effects not already evaluated in the Initial Study. No further evaluation or mitigation measures are required.

The aesthetic impacts of the proposed equipment additions are discussed under Aesthetic Resources in Section 4.2.

4.1.3 Cumulative Impacts

For those issues determined in the Initial Study not to have significant effects (i.e., all issues except aesthetics, discussed in Section 4.2), the Cumulative Development Scenario in Section 3.3 was used to determine if the project's incremental effect would be cumulatively considerable.

It was concluded in the Mandatory Findings of Significance (Section XXI) of the Initial Study that the project would *not* have impacts that are cumulatively considerable. This conclusion was due to a number of factors, including for example:

- The proposed project, with the exception of the tower, is consistent with the character of existing and likely future developments along the Highway 101 corridor in the region.
- The project site is significantly disturbed and lacks special-status biological, cultural, agricultural, or other resources.
- The project would not result in increased stormwater runoff, ensuring it would not contribute to flooding or drainage conditions in the Toad Creek watershed.
- The proposed project water use, wastewater production, and traffic generation are well within that assumed in the General Plan and other relevant planning documents.

Planned projects within a mile of the parcel include conversions of existing agricultural fields for cannabis production and conceptual locations for recreational trails along existing roads. Agricultural conversions could result in localized changes in conditions including, for example, sedimentation and erosion, water quality impacts, increased water usage, and construction of new outbuildings. However, these are expected to be relatively small changes compared to existing conditions and are generally proposed at sites east of the Salinas River. Therefore, the potential to result in cumulative impacts in conjunction with the proposed project is considered negligible.

The proposed recreational trails along area roads in the vicinity of the project site are depicted conceptually at this time. In the event one of these trail projects is moved into a planning stage for implementation, the project design process would address impacts to issues such as biological resources, drainage and water quality, and sedimentation and erosion. Impacts to these resource issues from a trail project is expected to be relatively minor, and the potential for significant effects would be reduced with the incorporation of appropriate mitigation measures. Therefore, the potential to result in cumulative impacts from potential future trail projects in conjunction with the proposed project is considered negligible.

After consideration of the past, current, and future probably projects as well as the subsequent review performed during preparation of this FEIR, the determination in the Initial Study remains accurate. Apart from Aesthetics Resources, the Project would not contribute to significant cumulative impacts.

Potential significant cumulative impacts pertaining to Aesthetic Resources are discussed in Section 4.2.

4.2 Aesthetic Resources

This section describes the existing visual setting at the project site and describes the potential changes to that setting that could result from the project. This section incorporates information in the Visual Impact Assessment (VIA) prepared for the project (SWCA 2021; Appendix C), including the visual simulations prepared for that assessment.

4.2.1 Existing Conditions

The project site is roughly 0.5 mile north of the Templeton central business district along Main Street and roughly 0.4 mile south of the start of large-scale commercial retail, residential, and industrial developments fronting both sides of Highway 101 in Paso Robles. The visual context of the project vicinity is transitional between the Templeton and Paso Robles developed areas, with both undeveloped and developed lands defining the scenery.

Highway 101 borders the western parcel boundary. The highway right of way consists of ruderal grasses and occasional trees. The Highway 101 and North Main Street interchange is approximately 600 feet north of the parcel and has an overpass over the highway. The natural landcover of the surrounding regional landscape is predominantly agricultural fields and pastures with narrow bands of native oak trees between fields and in drainages. Riparian communities in close proximity to the parcel are limited to narrow corridors associated with intermittent drainages.

The eastern half of the project parcel is developed with buildings, parking areas, wood-framed and metal carports, storage buildings, an access drive, and stormwater basin. Landscaping plants surround the existing buildings and portions of the parcel perimeter. The currently undeveloped portions of the parcel consist of ruderal grasses, landscaping,

and several native trees. There is a small hill created with excess soil from prior site development, roughly 15 feet high bordering the Highway 101 right of way.

The parcel is in the Public Facilities land use category and is identified in the Templeton Community Plan as the northern gateway to the community. The parcels immediately surrounding the project parcel are zoned commercial but are currently in agricultural use. A livestock business occupies the parcel immediately east and northeast of the project parcel, and open pasture lands lie to the north and south. To the east across North Main Street are mixed low-density commercial developments and a few residences. Further to the south and east are established higher-density residential subdivisions. Across Highway 101 to the west are agricultural fields, a lumber yard, and a commercial recreational facility. Large electric transmission towers cross the landscape south and east of the project area.

The visual quality of the area is moderately high. Although existing development is present throughout much of the Templeton area and immediately north in Paso Robles, the natural environment, agricultural uses, and rural character are apparent in the vicinity of the parcel and contribute to the overall visual character and quality.

The project site and the existing facilities on the parcel can be readily seen from much of the immediate area, including from Highway 101 and North Main Street. The somewhat utilitarian function of the existing development is noticeable due to the generally institutional architecture, emergency vehicles, and equipment. The moderate scale and density of the existing development, however, is not inconsistent with the surrounding semi-rural visual character seen in the community and along Highway 101.

In regard to the offsite communication tower impacts, the Tassajera Peak, Mt. Lowe, and West Cuesta Peak towers are generally in remote, mountainous settings. The existing facilities include access roads, towers with multiple attached antennas and cabling, equipment vaults, and security fences.

4.2.2 Regulatory Setting

The regulatory requirements applicable to the evaluation of the aesthetics impacts of the project include the CEQA Guidelines, and consideration of the goals and standards pertaining to aesthetics in the County plans described in Section 3.2.

4.2.2.1 CEQA Significance Criteria for Aesthetics

Aesthetics. The significance of potential aesthetic resources impacts is based on thresholds identified within Appendix G of the CEQA Guidelines. Aesthetic resources impacts would be considered significant if the proposed project would:

a. Have a substantial adverse effect on a scenic vista;

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;

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

d. Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area.

Cumulative Impacts. The CEQA Guidelines require significance to be considered from the perspective of cumulative impacts (Section 15130). The Guidelines define significant cumulative impacts at Section 15065(a)(3): ". . . the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects."

Significance Thresholds. Determinations of significance of aesthetic impacts are based on applicable policies, goals, and guidelines defined by CEQA and the County; consideration of the specific criteria that contribute to the quality of the views / scenic character, and a project's potential effect on those criteria; and consideration of the potential number of viewers, their sensitivities, and viewing duration in order to determine the overall level of impacts.

4.2.3 Impacts and Mitigation Measures

4.2.3.1 Impact Assessment

A Visual Impact Assessment (VIA, Appendix C) was prepared by a qualified consultant to evaluate the aesthetic impacts of the project. The VIA documented conditions on the project parcel and in surrounding areas, with resource inventories conducted on foot and from a moving vehicle. Representative viewpoints along Highway 101 and local roadways were identified for further analysis, based on dominance of the site within the view, duration of views, and expected sensitivity of the viewer group. Of those representative viewpoints, six Key Viewing Areas (KVAs) were selected that best illustrate the visual changes that would occur as a result of the project (Figure 8).

Portable reference pylons and flags were positioned and moved throughout the project parcel to establish the correct locations and scale of project elements for the purpose of creating digital photographic simulations. The photographic simulations were used to compare existing and proposed views of the project site from each of the six KVAs. Two simulations of proposed conditions were prepared for each KVA – one with the conceptual landscaping plan and one with a more robust landscaping plan estimated to provide approximately 80% screening of the site from Highway 101.

The original simulations were conducted with a rendering of a conceptual dispatch building with a footprint of approximately 18,000 square feet and a gable roof 26 feet high. After completion of the VIA, the conceptual building design was revised based on refined space requirements to include a full second floor and a peak roof height of 35 feet. Because of the increase in total building height, the visual simulations were revised. The revised simulations are included in Appendix F and below in Figures 9 through 14. The impact assessment that follows is based on the conclusions in the VIA, updated when applicable to address a 35-foot-tall building.

Highway 101 and North Main Street would have the greatest number of potential viewers of the project. Descriptions of the setting and potential project visibility at those and other locations are included below.

Highway 101. An average of approximately 60,000 vehicles per day pass the project site on Highway 101 (California Department of Transportation 2019). Traveling in the northbound direction, the tower would first come into view just north of the Las Tablas Road undercrossing, at a distance of approximately 0.6 mile from the project site (Figure 8, KVA 1). The proposed buildings and other project improvements would not be seen until a point further north, at approximately 0.4 mile from the site. From these vantage points on Highway 101, the tower would be seen against the distant hills to the northeast and would extend well above the primary horizon line (Figure 9). The dispatch building would silhouette slightly above the ridgeline.

Traveling in the southbound direction, the communication tower would first become visible at a distance of approximately 1 mile (Figure 8, KVA 6). From this distance, views of the proposed buildings would be blocked by intervening development, including the Main Street overcrossing (Figure 14). Between KVA 6 and the Highway 101 overpass, any visibility of the proposed buildings would be difficult to distinguish from the existing development on the parcel. For southbound traffic at the Highway 101 overcrossing, the entire project would become visible (Figure 11, key viewing area 3). From these vantage points the tower would interrupt views of the hills to the southeast. The dispatch building would be visible but would not silhouette above the more distant treeline and ridgeline.

For viewpoints on Highway 101 perpendicular to the project, the project would be readily seen, with the closest corner of the building approximately 90 feet from the edge of pavement and the tower roughly 200 feet away (Figure10, KVA 2). From these closer locations the tower would dominate the view to the east. The existing soil mound partially blocks views to the eastern hills. The project would include removal of the hill and construction of the dispatch building, which would continue to partially block views to the east.

North Main Street. From Main Street, the project would primarily be seen from the Highway 101 overcrossing (Figure11, KVA 2) described for Highway 101 above, and from the northbound lane north of the downtown area (Figure 12, KVA 4). For northbound travelers, the project would first come into view at a distance of approximately 0.5 mile (Figure 8).

Both the tower and the proposed buildings would be seen along Main Street up until a point somewhat perpendicular to the parcel access drive. At that point, views of the buildings and other site improvements would be mostly obscured by topography and roadside development, but the tower would be easily seen against the sky and the distant hills to the north. Where visible from North Main Street, the dispatch building would silhouette slightly above the distant ridgeline but would not appear significantly more dominant in the view than the existing buildings on neighboring parcels (Figure 12).

Other Locations. The project would not be visible from the Templeton central downtown area. The communication tower would be seen from the southbound lanes of both Theatre and Ramada Drives, which parallel Highway 101 north of the Main Street overcrossing (e.g., Figure 14, KVA 6 described above), as well as from several of the connecting roads in that area. From these northern viewpoints the tower would be the only visible element of the project. The proposed buildings and other site improvements would be visually blocked by surrounding development and topography.

The tower would be seen from the residential areas southeast and south of the project (Figure 13, KVA 5). From most of the streets that serve these neighborhoods, only the tower would be visible. From streets closest to the project on the perimeters of these developments, the new buildings would also be seen. Where visible, the new buildings would be somewhat visually intermixed with the existing site elements and mature vegetation on neighboring parcels.

The project would also be visible from portions of the residential areas west of Highway 101. The uppermost portion of the tower would be seen from some of this area, although the buildings would have limited to no visibility. Most of these viewpoints would be a mile or more from the project site. Champion Road, directly across the highway from the project, would have direct views at as close as 500 feet. From most of these potential viewing areas, the distance combined with surrounding landform, development, and mature vegetation would substantially reduce noticeability of the project. Where visible, because these western viewpoints are somewhat elevated, the eastern hills can be seen as a backdrop to the project area. A seen from these locations, the tower would extend above the horizon and would interfere with the visual quality of the distant hills.

The communication tower would also be seen to some degree from local roads outside of Templeton, east of the project site. Traveling west on El Pomar Road (which generally runs in an east-west direction to the east of the project site, on the east side of the Salinas River), glimpses of the tower and buildings would be visible at a distance of approximately one mile. However, because of the varied topography, mature vegetation, and distance, the project would not be easily noticed in the larger landscape. East of the project site, the tower would also be visible to Amtrak passenger trains at a viewing distance of approximately 0.5 mile.

Offsite Improvements. The VIA did not address the impacts of the proposed offsite communication network components. In regard to the offsite communication tower impacts, the Tassajera Peak, Mt. Lowe, and West Cuesta Peak towers are generally in remote, mountainous settings. The existing regional facilities at each of these sites include access roads, tall towers with numerous multiple attached antennas and cabling, equipment vaults, and security fences. These facilities generally are visible for near-field views from their respective access roads and may be visible for far-field views from Highway 101 and other publicly accessible roads when local topography and vegetation allow.

4.2.3.2 Project Effects on Scenic Vistas

Scenic vistas are generally defined as high-quality views displaying good aesthetic and compositional value that can be seen from public viewpoints. If the project substantially degrades the scenic landscape as viewed from public roads or from other public or recreation areas, this would be considered a potentially significant impact on the scenic vista.

No designated scenic corridors, scenic vistas, or sensitive viewing areas have been identified for the project area. Views that generally meet the criteria of a scenic vista related to the viewing experience associated with the project include distant views of the Santa Lucia Mountains to the south as well as the surrounding foothills to the north, west and east (Figures 9 through 14). Scenic vistas in the area often include views of rural agricultural land and patterns of natural vegetation. From most viewpoints surrounding the project, scenic vistas are generally of moderate or moderately high quality. Some scenic vistas in the area are somewhat compromised by viewing distance combined with scattered development seen in the fore- and mid-ground. Other vertical utility structures, such as the electric transmission towers north of Atascadero and the Templeton High School field lights, adversely affect the quality of the existing scenic vistas as seen from Highway 101.

The proposed buildings and other site features would have only a minimal effect on the surrounding scenic vistas, and most of these elements would not substantially interfere with views of the surrounding hills (comparisons of existing and proposed conditions in Figures 9 through 14). The proposed dispatch building would somewhat block views as seen from Highway 101 adjacent to the site; however, this effect would basically replace the existing view blockage caused by the existing soil pile. The dispatch building would slightly silhouette above a narrow portion of the distant ridgeline for viewers traveling north on Highway 101 (Figure 9). This visual effect is not considered significant as it would only affect a small percentage of the visible ridgeline, because of the presence of mature trees that would remain visible beyond the building, and because of the general consistency between the proposed building and the scale and style of other existing developments in the area.

In contrast, because of its height, from most viewpoints the communication tower would be seen silhouetting significantly above the horizon and against the scenic hillside backdrop (Figures 9 through 14). From some viewpoints the tower would occupy a small percentage of the visible landscape, but its exceptional height and contrasting form would increase

noticeability. The proposed galvanized grey metal and lattice construction would help the tower somewhat visually blend with the background sky. However, the number and various forms of the approximately 45 attached antennae, brackets, cables, and other equipment would substantially reduce the visual benefits of the tower's neutral grey color and lattice framework.

Because of the tower's height and cluttered profile, the project would be seen from a wide area, and would often interrupt views of the scenic hillside backdrop and extend above the primary ridgeline. Due in great part to the proximity to Highway 101, this visual effect would be readily experienced by large numbers of the public. Although as viewed from more distant vantage points the tower would be relatively narrow in the larger panorama, its unique appearance would distract from the surrounding vistas.

When viewed from more distant vantage points on other regional roads, the tower would be relatively narrow in the larger panorama, making it less noticeable than at closer range. Its unique appearance would detract somewhat from the surrounding vistas.

In regard to the offsite communication tower impacts, the proposed addition of antennas and cabling to existing regional communication towers would consist of use of dedicated equipment space on each tower, with equipment that is similar in size, scale, and appearance to existing tower antennas. The proposed equipment additions would not have a material effect on the existing aesthetic impacts of the towers on scenic vistas.

Impact AR-1. The height and location of the communication tower would cause it to be seen extending above the horizon line and interfering with hillside views from public viewpoints in the surrounding area. The most substantial effects would occur for travelers within close range of the project site on Highway 101 and North Main Street. As a result, the project would result in an adverse visual impact to the existing scenic vistas.

Mitigation Measure AR-1. Prior to initiation of the project and during construction, the County shall ensure preparation and implementation of a communication tower plan with the following measures to minimize the silhouette and contrasting appearance of the tower*:*

1. *All antennas, microwave dishes and other equipment will be attached as close as possible to the tower frame.*
2. *All conduit, cable, cable trays, and chases will follow the tower frame and be placed to reduce visibility as much as possible.*

Residual Impact. Measures identified in Mitigation Measure AR-1 would help reduce the visual profile of the communication tower; however, the tower structure would still extend above the ridgeline and adversely affect views of the background hills, resulting in significant unavoidable impacts to existing scenic vistas. The tower would be too high to install any type of screening. The tower would have a full array of attached equipment, and techniques used to disguise other structures such as cell towers would not be feasible due to lack of space

and potential interference with the antennas. Attaching the antennas and related equipment and cables as close to the tower as possible would help reduce the appearance of the tower.

4.2.3.3 Project Effects on Scenic Resources

The State Legislature established the California Scenic Highway Program in 1963 (Senate Bill 1467) for the purpose of identifying and managing portions of the State highway system that warrant conservation treatment based on scenic and natural features. Caltrans manages the program and formal designation results in corridor protections to preserve the scenic value. The project is not within the view corridor of a designated State scenic highway so there is no associated corridor protection plan applicable to the project site.

Project effects on scenic resources may be a relevant aesthetics criterion for projects even if they are not located along State designated scenic highway segments. In this case, the project would result in a significant effect if it had a substantial adverse effect on public views of a unique physical or geological feature that is rare or unique and has a high degree of memorability or landmark characteristic. There are no scenic resources such as rock outcroppings or historic buildings that would be removed or otherwise impacted for the project. Potentially scenic resources on the project parcel are generally limited to several large native trees and landscaping trees and shrubs around the existing buildings and along some portions of the parcel perimeter. While they contribute to the aesthetics of the parcel, they would not be considered rare, unique, or memorable. Therefore, the project would have no effect on scenic resources under this criterion.

Visual impacts and mitigation measures pertaining to the existing scenic trees on the project site are discussed in Section 4.2.3.4.

In regard to the offsite communication network impacts, equipment would be installed on/in existing facilities and no scenic resources would be disturbed or removed at any of the offsite improvement areas.

4.2.3.4 Project Effects on the Visual Character and Quality of Public Views

Project-related actions would be considered to have a significant impact on the visual character of the site if they altered the area in a way that substantially changed, detracted from, or degraded the visual quality of the site or were inconsistent with community policies regarding visual character. The degree to which proposed change reflects documented community values and meets users' and other viewers' aesthetic expectations is the basis for determining levels of significance. Visual contrast and compatibility may be used as a measure of the potential impact that the project may have on the visual quality of the site.

The existing visual character of the project site and its surroundings is a product of both built and natural elements. The parcel itself is of moderate visual quality, primarily due to its developed character, including a varied combination of permanent and temporary structures, vehicle storage, equipment, and parking. The existing mature trees are the

primary important visual resources on the property. These include several medium-sized (6- to 8-inch diameter at breast height (DBH)) native oak trees in the site interior and along the parcel perimeter, two large interior trees including a large native oak (2.5-ft DBH) and a large elm tree (2.5-ft DBH), and mature landscaping trees around the existing buildings.

The project would develop the remaining undeveloped portions of the parcel. Proposed buildings would have an architectural style consistent with the existing buildings (e.g., light, or cream-colored stucco exterior and low-profile green standing-seam metal roofs). Buildings and structures would be set back from Highway 101 to the extent possible given the undeveloped space available on the parcel. The proposed architectural concept would be visually appropriate and would help unify the appearance of the site. The proposed dispatch facility building would be larger and higher (two-story) than the existing buildings on the site, and the proposed parking areas, structures, and storage areas would add to the developed appearance of the site.

The proposed security fencing would also add to the institutional appearance of the site. The fence is a necessary security component of the project. A fence design would be selected with a minimal, open structure and a color selected to minimize contrast.

The general scale and massing of the proposed buildings, parking areas, and use of a perimeter fence would not be inconsistent with existing development in urban areas along the Highway 101 corridor or within the Templeton community. Overall, the site would appear more urban, but (other than the proposed tower) would not be out of character with the semi-developed visual context of the parcel and the surrounding area.

The detailed Templeton Community Design Standards would be complied with to the extent feasible given the Essential Services functions of the facility, including specific space and security requirements.

The non-tower portions of the project would be visible from the immediately adjacent portions of Highway 101 and Main Street, and from farther distances on portions of other local roadways. The project would be visible as an expansion of the existing site development and would be designed to have a comparable appearance and to conform to the Templeton Community Design Standards. Designation of the parcel as the North County Regional Center in the Templeton Community Plan establishes the expectation that the parcel would be used for additional development. Ensuring that the Community Design Standards and Community Plan guidelines are met, to the extent feasible given the essential services function of the project, would ensure that the aesthetic impacts of the non-tower portions of the project are not adverse.

A landscape plan is shown in Figure 4 and incorporated into the visual simulations (Figures 9 through 14). The goal of the conceptual landscaping plan is to complement the architecture, provide shade and screening of parking areas, and partially buffer views from Highway 101.

Based on the evaluation of consistency with local plans and regulations (Section 3.2), the conceptual landscaping approach meets the intention of the Templeton Community Plan to buffer views from Highway 101, and the Title 22 requirements (applicable to non-County projects) to maintain a 25-foot setback from Highway 101. The VIA concluded that visual changes caused by the non-tower portions of the project would not be unexpected to many viewers and could be perceived as a logical use for the site provided the guidelines discussed above are incorporated into the final design details.

However, the VIA concluded that the conceptual landscaping plan would be insufficient mitigation for the aesthetic impacts of the project when considering the aggregate effects of the communication tower. This is because the anticipated viewer expectation does not include the construction of a 140-foot-tall communication tower. Although the sight of utilities and other communication facilities are not uncommon in rural areas, the scale of the project tower and its close proximity to public roadways, including Highway 101, would make it visually unique and substantially more noticeable.

The tower structure would visually dominate the project site as well as the identified community gateway setting. The proposed approximately 45 antennae and supporting elements would intensify the visual clutter and utilitarian appearance of the tower. The proposed communication tower would likely be one of the more noticeable and identifiable visual elements along the Highway 101 corridor in the County of San Luis Obispo.

In regard to the offsite communication tower impacts, the proposed addition of antennas and cabling to existing regional communication towers would consist of use of dedicated equipment space on each tower, with equipment that is similar in size, scale, and appearance to existing tower antennas. The proposed equipment additions would not have a material effect on the existing aesthetic character or quality of the facilities.

Impact AR-2. The project would be highly visible from the general vicinity of Highway 101 for northbound and southbound traffic, from a portion of North Main Street, and from portions of the adjoining local roadways. A landscaping plan that provides visual screening and buffering would reduce potential adverse aesthetic impacts of the non-tower portions of the project (i.e., the proposed buildings, structures, parking, storage areas, and perimeter fencing) and ensure consistency with the aesthetic design goals of the Templeton community.

Mitigation Measure AR-2. *Prior to initiation of the project and during construction, the County shall ensure preparation and implementation of a Landscape Plan that complements the building architecture, provides shade and screening of parking areas, and substantially screens views from Highway 101. The Landscape Plan shall include the following:*

1. *Removal of mature, native trees with four-inch or greater diameter at breast height will be avoided and minimized to the extent feasible, and any such trees removed for construction will be replaced as part of the landscape planting plan.*

The landscape planting plan will emphasize use of native species compatible with the existing native species on the site.

2. *The large, mature valley oak in the center of the proposed parking area shall be incorporated into the project design.*
3. *Screen planting will be included along the western property boundary bordering Highway 101, along the west end of the northern property boundary sufficient to screen the new vehicle canopy, and along the west end of the southern property boundary sufficient to screen the proposed dispatch facility.*
4. *Screen plantings will include a combination of trees and shrubs placed along the perimeter fence and within the parking areas. Plantings along the perimeter fence should be selected to maximize the screening function for views of the developed portions of the site from Highway 101 (e.g., large shrubs or evergreen trees as opposed to low shrubs or deciduous trees). The perimeter fence will be placed to provide space for a row of plantings along the outside of the perimeter fence to partially screen the view of the fence.*
5. *Perimeter plants will be installed in random-appearing groups to the extent possible given the available space and desired coverage, to create a more natural appearance than uniformly spaced plants.*
6. *Larger plant stock will be used to increase the amount of project screening in the short-term.*

Mitigation Measure AR-3. *Prior to initiation of the project and during construction, the County shall ensure preparation and implementation of a perimeter fence plan that minimizes any contrast and is compatible with the architectural character of the project. The plan shall include the following:*

1. *Perimeter security fencing will be an open structure.*
2. *Perimeter security fencing will be the minimum height necessary to achieve safety and security requirements.*
3. *Perimeter security fencing will be colored to minimize contrast with the project.*
4. *Chain-link fencing and razor wire will not be used for the perimeter fence.*

Residual Impacts (Landscaping and Fencing). With implementation of mitigation measures AR-2 and AR-3, impacts related to visual quality and character caused by visibility of the new buildings, parking lots and storage areas would be reduced to a less than significant level.

Impact AR-3. Because of the visual dominance of the tower and its industrial-utilitarian appearance, the project would result in a significant and unavoidable visual impact to the visual quality and character of the project site and its surroundings.

***Mitigation Measures*.** Mitigation Measure AR-1 described in Section 4.2.3.2 requires that tower attachments, cables, and related equipment be attached as close as possible to the tower frame and be placed to reduce visibility as much as possible. These measures would lessen the visual impact of the tower, but this would provide minimal mitigation for near-field views. As described in Section 4.2.3.2, there is no feasible screening that would reduce the visibility of the tower. No other feasible mitigation measures have been identified.

Residual Impact (Communication Tower). Even with implementation of Mitigation Measure AR-1, the visual dominance of the tower and its highly noticeable industrial appearance and visual contrast would result in significant unavoidable impacts to the visual quality and character of the project site and its surroundings. There is no other feasible mitigation to reduce impacts to a less than significant level.

4.2.3.5 Project Lighting Effects

The project would result in a significant impact if it subjected viewers from public roads or residences to a substantial amount of new point-source lighting visibility at night, or if the collective lumination of the project resulted in a noticeable spill-over effect into the nighttime sky, increasing the ambient light over the region.

The existing County facility includes lighting for buildings and the parking areas. In addition, freeway lighting is seen adjacent to the project site and at the Main Street overcrossing. Residential street lighting is also found in the nearby neighborhoods.

The project's proximity to public roadways would increase the potential for visibility of additional night lighting. Unshielded light sources or bright lights reflected on exterior walls could result in potential visual impacts. The project will include lighting for building entries and exterior parking and storage areas, resulting in new illumination of the site as seen from Highway 101, Main Street, and the surroundings.

As identified in the project description, Federal Aviation Administration (FAA) tower lighting is not expected to be required. However, in the unlikely event that tower lighting is required, it could include white flashing or steady daytime lights, and/or flashing, steady, or air-traffic-triggered red nighttime lights. According to current FAA guidance (FAA 2015), towers up to a height of 150 feet would require top markings only (i.e., no mid-tower lighting would be required). Obstruction marking lights at the top of the tower would be visible from great distances, providing visual evidence of the development during the dark, and potentially reducing enjoyment of the night sky.

The FAA prescribes suitable lighting equipment, including the minimum intensity for various lighting configurations. Aircraft detection lighting systems are sensor-based systems designed to automatically activate with approach of an aircraft and turn off when they are no longer needed by the aircraft. This reduces the impact of nighttime lighting on nearby communities. FAA guidance prescribes a general standard of aircraft detection to activate the lights within 5.5 kilometers (3.4 miles) of the obstruction (FAA 2015).

Evaluation of the nighttime landscape substantially differs from daytime conditions and was not evaluated in the VIA for the project. A comparison of the effects of tower lighting to existing artificial sources of light was not conducted. It is reasonable to assume that tower lighting would be visible from surrounding areas within at least several miles of the project site and would likely be a prominent element in the night landscape.

The proposed offsite communication tower additions would not alter the existing tower or facility lighting. The proposed equipment additions would have no effect on lighting or glare at these facilities.

Impact AR-4. New exterior lighting of buildings and other outdoor spaces would be seen from Highway 101, from portions of North Main Street, and from portions of nearby neighborhoods, resulting in adverse visual impacts from its contribution to regional nighttime light pollution.

Mitigation Measure AR-4. *Prior to initiation of the project, the County shall ensure preparation and implementation of an external facility lighting plan that reduces nighttime light pollution to the extent feasible given the Essential Services purpose of the project (this measure does not apply to any tower lighting). The plan shall include the following:*

1. *Light trespass from exterior lights will be minimized by directing light downward and using full cut-off lens fixtures or shields.*

2. *Motion detectors will be used on exterior security lighting whenever possible, to be determined based on the appropriate security requirements for the facility, to minimize unnecessary nighttime lighting.*

3. *Exterior light fixtures and illumination shall be consistent with the Templeton Community Design Plan as applicable to a secure public emergency or essential services facility.*

Residual Impacts (Lighting). With implementation of mitigation measure AR-4, non-tower impacts related to exterior glare and lighting (other than any FAA tower lighting if required) would be reduced to a less than significant level. No further mitigation is required.

Impact AR-5. If required by FAA, lighting affixed to the communication tower would be visible from widely surrounding areas and would interfere with nighttime views and enjoyment of the night sky from the surrounding community.

Mitigation Measure AR-5. *Prior to initiation of the project, the County shall ensure preparation and implementation of a tower lighting plan, if required, that shall use aircraft activated lighting to reduce the frequency and duration of nighttime tower lighting effects.*

Residual Impacts. Implementation of mitigation measure AR-5 would reduce nighttime lighting effects of the tower, but the aesthetic impacts of the tower would still be considered unavoidable and significant.

4.2.3.6 Cumulative Impacts

The discussion of cumulative aesthetic impacts relates to the potential for the project to contribute to an aggregate change in visual quality from the surrounding public viewing areas, taking into consideration existing as well as proposed development. The Highway 101 corridor through northern County of San Luis Obispo has undergone visual changes within the last several years with new residential and commercial development. These changes have resulted in an increased built character through the corridor.

The proposed additional buildings, parking areas and other site elements would likely not be an unexpected change. The parcel was identified in the Templeton Community Plan as a northern Templeton gateway development, and the existing facilities were constructed on the parcel in the 2000s in accordance with that designation.

Any changes to the visual character of the region, if combined with other changes along the Highway 101 or North Main Street corridors, for example, could potentially contribute to an emerging perception that Templeton is undergoing a visual change toward increasing development. The project design would match the architectural style of the existing buildings, which is expected to minimize the extent to which the project stands out as a "new" development, and also to maintain the aesthetic sense of it being a public facilities center. Additionally, the Landscape Plan required by Mitigation Measure AR-2 would substantially screen the non-tower portions of the project for travelers on regional roads and soften the utilitarian appearance of the project.

However, the effects of the tower are considered significant and unable to be mitigated to a less than significant level (Section 4.2.3.5). This would cause an irreversible alteration to the scenic character of the site. This change in visual character, when experienced along with the other recent or planned projects in the area, would result in an overall degradation of visual quality along the Highway 101 corridor and North Main Street through Templeton and northern The County of San Luis Obispo.

In regard to the offsite communication tower impacts, the proposed addition of antennas and cabling to existing regional communication towers would consist of use of dedicated equipment space on each tower, with equipment that is similar in size, scale, and appearance to existing tower antennas. The proposed equipment additions would not have a material effect on the existing aesthetic character or quality of the facilities and would not contribute to significant cumulative effects.

Impact AR-6. Because of the visual dominance of the tower and its industrial-utilitarian appearance, the project would result in a significant and unavoidable cumulative visual impact.

***Mitigation Measures*.** Mitigation Measure AR-1 described in Section 4.2.3.2 requires that tower attachments, cables, and related equipment be attached as close as possible to the tower frame and be placed to reduce visibility as much as possible. These measures would lessen the visual impact of the tower, but this would provide minimal mitigation for near-field views. As described in Section 4.2.3.2, there is no feasible screening that would reduce the visibility of the tower. No other feasible mitigation measures have been identified.

Residual Impact. Even with implementation of Mitigation Measure AR-1, the visual dominance of the tower and its highly noticeable industrial appearance and visual contrast would result in significant unavoidable cumulative impacts. There is no other feasible mitigation to reduce cumulative impacts to a less than significant level.

Figure 8. Location and direction of Key Viewing Areas (KVA) and orientation of view

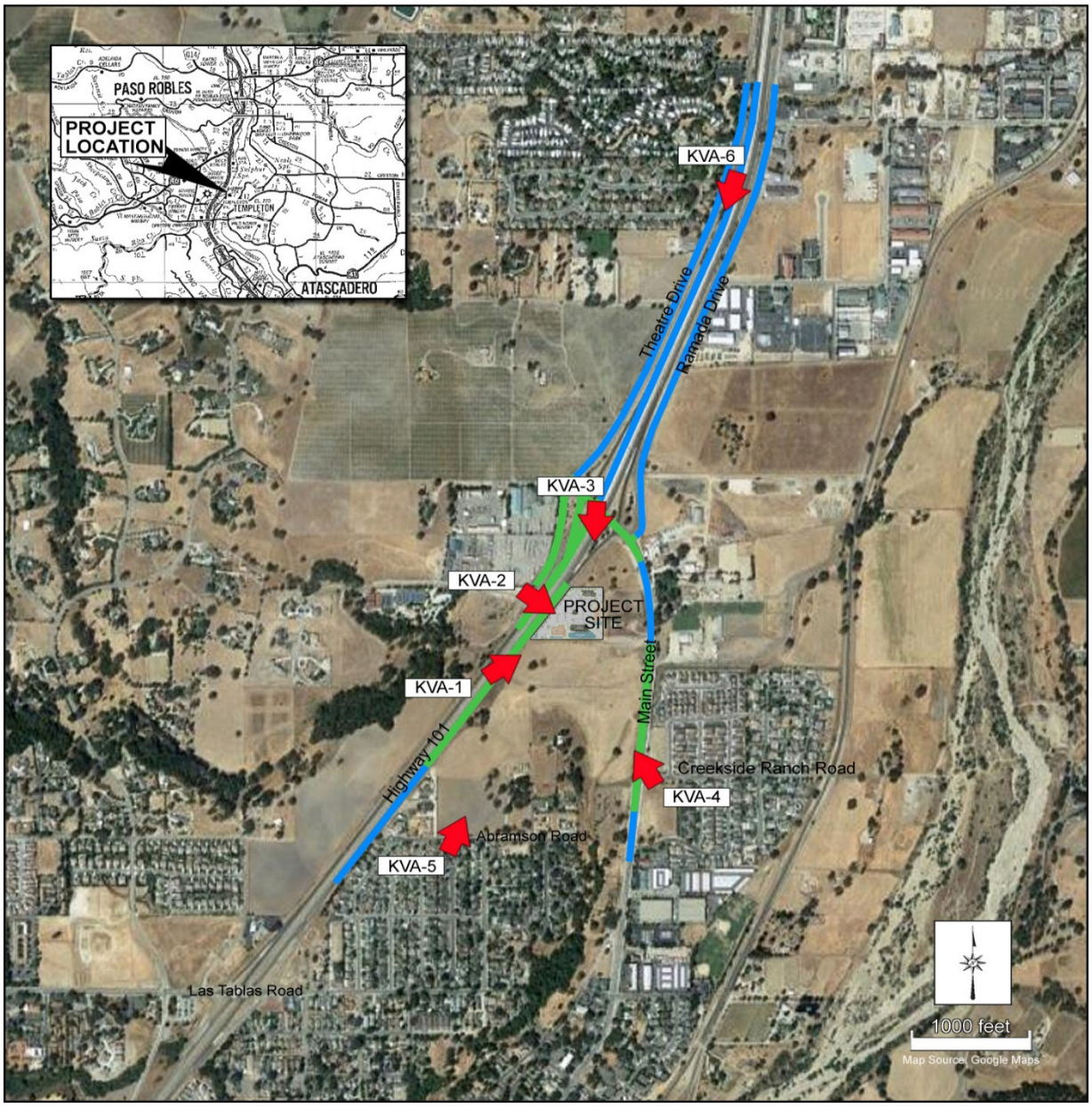


Figure 9. Existing and proposed project views from Highway 101 northbound (KVA 1).



(a) Existing view.



(b) Photo-simulation of proposed project.

Figure 10. Existing and proposed project views from Highway 101 perpendicular to the project site (KVA 2).



(a) Existing view.



(b) Photo-simulation of proposed project.

Figure 11. Existing and proposed project views from the Highway 101 overcrossing looking south (KVA 3).



(a) Existing view.



(b) Photo-simulation of proposed project.

Figure 12. Existing and proposed project views from North Main Street looking northwest (KVA 4).



(a) Existing view.



(b) Photo-simulation of proposed project.

Figure 13. Existing and proposed project views from Abramson Road looking north (KVA 5).



(a) Existing view.



(b) Photo-simulation of proposed project.

Figure 14. Existing and proposed project views from Theatre Drive looking south (KVA 6).



(a) Existing view.



(b) Photo-simulation of proposed project.

5.0 Other CEQA-Mandated Sections

The CEQA Guidelines require Environmental Impact Reports to address additional topics including those found at Section 15126 of the Guidelines, and consideration of the energy impacts of the proposed project, with an emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy. This Section of the EIR considers these "other topics."

5.1 Section 15126 Topics

Section 15126 of the CEQA Guidelines requires that EIRs include the following topics:

1. Significant environmental effects of the proposed project;
2. Significant environmental effects which cannot be avoided if the proposed project is implemented;
3. Significant irreversible environmental changes which would be involved in the proposed project should it be implemented;
4. Growth-inducing impact of the proposed project;
5. The mitigation measures proposed to minimize the significant effects; and
6. Alternatives to the proposed project.

Topics 1, 2, and 5 are addressed in Section 4 of this EIR. Topics 3 and 4 are considered below. Topic 6 is addressed in Section 6.

5.1.1 Significant Irreversible Environmental Changes Which Would Be Involved in the Proposed Project Should It Be Implemented

Section 15126.2(c) of the CEQA Guidelines states that use of nonrenewable resources during the initial and continued phases of a proposed project may be irreversible if a large commitment of these resources makes their removal, indirect removal, or non-use thereafter unlikely. Non-renewable resources, such as natural gas, petroleum products, asphalt, petrochemical construction materials, steel, copper and other metals, and sand and gravel are considered to be commodities which are available in a finite supply. The processes that created these resources occur over a long period of time. Therefore, the replacement of these resources wouldn't occur over the life of the project. To varying degrees, the aforementioned materials are all readily available and some materials, such as asphalt, sand and gravel, are abundant. Other commodities, such as metals, natural gas, and petroleum products, are also readily available, but they are finite in supply given the length of time required by the natural processes that create them. The demand for all such resources is expected to increase regardless of whether or not the project is developed. Increases in population will directly result in the need for resources.

Resources necessary for implementation of the proposed project include concrete, steel, soil, gravel, rock, and asphalt for construction of the building, communication tower, stormwater features, and parking areas. The majority of the resources would be used during short-term project construction. The long-term commitment of resources associated with maintenance of the project is not significant.

5.1.2 Growth-Inducing Impacts

CEQA Guidelines Section 15126.2 (d) state that in the preparation of an EIR, growth inducing impacts that need to be addressed are ones that "…foster economic or population growth, or the construction of additional housing…remove obstacles to population growth…encourage and facilitate other activities that could significantly affect the environment either individually or cumulatively". An example given is the expansion of a wastewater treatment plant allowing for increased construction in service areas. Based on this direction the proposed project was evaluated in order to determine if any part of the project demonstrates the potential for growth inducing impacts.

The project would relocate existing dispatch and facilities located elsewhere in the County to a single location at the project site in Templeton. This would alter commute patterns for applicable employees, some of whom may already live in the North County area. The facility would support 15 to 30 personnel; this magnitude of relocated employees, some of whom may already live in the vicinity, is not expected to result in an increased demand for regional housing. Development of the County-owned parcel for the Co-Located Dispatch Facility would not create access to previously inaccessible lots and is not expected to result in demand for increased development on the surrounding lots or regionally.

The proposed future buildout consisting of a new Department of Agriculture building would provide a slightly larger space than the existing building on the site, accommodating up to ten additional employees. Employees are likely to be relocated from other existing facilities. This constitutes a small increase in Department staff assigned to this location that would not have the potential for significant growth-inducing impacts in the community.

5.2 Energy Conservation

Appendix F of the CEQA Guidelines suggests that conserving energy includes (1) decreasing overall per capita energy consumption; (2) decreasing reliance on natural gas and oil; and (3) increasing reliance on renewable energy sources.

The energy used for the project is primarily related to the initial construction activities. Construction vehicles would use non-renewable resources such as diesel fuel and other petroleum products during construction. There are currently no feasible alternatives to the use of heavy diesel-powered equipment for the construction activities. The project would be required to comply with the mitigation measures pertaining to Air Quality developed in the

Initial Study and incorporated into this FEIR. Those measures encourage fuel conservation as a method of reducing emissions.

Project construction would also be implemented in accordance with the County Construction Recycling Program, which could include reuse of up to 60% of scrap materials.

Once the project is constructed, “operation” of the project would consist of utilities to power and maintain the building, grounds maintenance activities, and occasional emergency use of a backup diesel generator. Operational energy use is being considered in the design of the facility, including implementation of low-impact development strategies, LEED standards, and the California green building standards code. These measures would make the project more energy efficient than a similar project using standard construction techniques.

6.0 Alternatives Analysis

6.1 Introduction

Section 15126.6 (a) of CEQA requires an EIR to:

"Describe a reasonable range of alternatives to a project, or to the location of a project, which could feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives."

The primary objective of the project is to consolidate the County's Sheriff's Office Dispatch Center and the CalFire/County Fire Emergency Command Center, providing a co-located dispatch facility to replace the existing, sub-standard facilities currently serving these dispatch functions for the County. As described in Section 2.4, other and/or supporting objectives include serving as a regional emergency response operations headquarters, providing efficiencies of shared facilities, providing County-wide communication capability and an information technology service center built to State essential services standards, and meeting the basic standards to house 10-hour duty shifts and 24-hour employees.

Locating the facility on County-owned property is a project objective because it avoids the time and expense of purchasing or leasing other property.

Potential significant effects of the project are primarily long-term impacts to aesthetics. Significant and unavoidable (Class I) impacts were identified from the proposed 140-foot-high communication tower. Significant but mitigable (CEQA Class II) impacts were identified from the non-tower portions of the project. Other Class II impacts included those to biological resources and air quality.

6.2 Alternatives Evaluation

The range of reasonable alternatives project alternatives are limited by the objectives of developing a co-located project on County-owned property, and the technical constraints associated with developing a reliable essential services communications tower that functions with existing regional communication towers. Alternatives evaluated in this FEIR include:

1 No-Action Alternative – This alternative is required by CEQA and in this case would consist of the dispatch functions remaining at the existing County facilities.

2 County Operations Center – This alternative would consist of construction of the co-located dispatch facility on County-owned land at the existing County Operations Center bordering Highway 1 Northwest of the City of San Luis Obispo.

3 Two Tower Alternative – This alternative consists of the proposed project modified to construct two communications towers, each less than 140 feet high, to fulfill project communication needs.

4 Alternative Tower Location – This alternative consists of the proposed project with consideration of a total of eight other alternative tower locations on the parcel.

6.3 No-Action Alternative

This alternative would result in no construction at the project site for the purpose of a co-located dispatch facility. The dispatch functions to be consolidated by the project would remain at their current, separate locations – namely, the Sheriff's Office Dispatch Center at the County Operations Center, and the CalFire/County Fire Emergency Command Center just off Highway 1 in San Luis Obispo. The substandard dispatch conditions at those facilities would persist, which include building insufficiencies and communication deficiencies due to the separate physical locations.

Calls for medical response are currently dispatched by the Sheriff's Office Dispatch Center Emergency Medical Dispatchers. Calls must then be transferred to CalFire and/or other local dispatch centers for response used a Computer Aided Dispatch (CAD) to CAD interface, adding another step and technology layer to the communication network.

In terms of existing facilities, the Sheriff's Office Dispatch Center was first occupied in the early 1980s and is no longer adequate for the current emergency operational workload due to space constraints and infrastructure shortcomings (CalFire 2013). For example, acoustics are not isolated room to room, and noise levels can be disruptive to dispatchers. The facility does not meet basic standards to house 10-hour duty shifts and there are no facilities to support 24-hour employees. OSHA-required break rooms, food preparation areas, restrooms and showers are not present. There is no space to add these required facilities within the footprint of the existing structure. Parking and site security are minimal. The facility has limited ability to increase dispatch positions, and call volume is generally on the increase, meaning that at some point in the future, the existing facility would be constrained in the ability to accommodate all required dispatch response.

The CalFire/County Fire Emergency Command Center is in a building that was built as a mess hall in the 1950s (CalFire 2013). The facility is plagued by maintenance issues. Some dispatch functions have been moved to a County-funded training center in Los Osos. The space is adequate for day-to-day operations, but it is inadequate for emergency situations.

Both buildings pre-date the Essential Services Facilities building standards that are intended to safeguard against damage during earthquakes and other hazards. Neither facility has adequate security. Both facilities fall short of OSHA and ADA requirements.

The No Action Alternative would result in continuation of these substandard conditions and inability to accommodate an increase in personnel or functions.

The No Action Alternative would not meet the project objectives.

6.4 County Operations Center Alternative

The County Operations Center at Kansas Avenue off Highway 1, northwest of the City of San Luis Obispo, is County-owned land and houses a number of County functions, including the existing Sheriff's Office Dispatch Center. Locating the proposed facility at the County Operations Center was evaluated under the facility Master Plan Report (2017), which has a twenty-year planning horizon. The Master Plan Report identified the location of the co-located dispatch facility at the County Operations Center. However, the new facility has to be within 50 feet of the new communications tower, and based on this criterion, the proposed site identified in the Master Plan Report was subsequently determined to be infeasible.

Nine additional sites within the County Operations Center were then analyzed for line-of-sight needed between the new tower serving the co-located facility and regional communication towers. Selection of the co-located site at the County Operations Center included evaluation of planned future site uses, avoidance of a historic landfill, the need to reconfigure existing facilities, ability to implement adequate site security, development costs, and visual impacts of the proposed communication tower in close proximity to Highway 1.

Results of these analyses determined that the most feasible location for the project at the County Operations Center was a two-acre section of land at 1135 Kansas Avenue, roughly 500 feet from Highway 1. Development of a co-located dispatch facility at this location would require relocating the existing County Joint Information Center.

Geotechnical evaluations of the soil conditions indicated several challenges that would need to be addressed in the facility design. These include susceptibility to seismic shaking, and earth settlement under both static (e.g., foundation and building loads) and dynamic loads (e.g., potential for soil liquefaction during seismic events). Shallow groundwater was also encountered. These conditions would require more complex site engineering.

Highway 1 is a State designated scenic highway from the northern San Luis Obispo city limit to the northern County line, which includes the portion of Highway 1 that is adjacent to the County Operations Center. The state scenic highway program is managed by the California Department of Transportation (Caltrans). Visual impacts of the proposed 140-foot-high communication tower in close proximity to Highway 1, if built at the 1135 Kansas Avenue location, were deemed substantial. Given the Highway 1 designation and the height of the tower, this alternative would likely result in greater impacts to aesthetic resources when compared to the proposed project. This alternative would likely meet the project objectives.

6.5 Two Tower Alternative

The proposed 140-foot-high communication tower is the project element with the greatest visual impact. The alternative of installing two shorter towers was proposed to reduce the visual impacts of the project. In order to have a co-located dispatch facility, the tower antennas must be able to transmit two-way radio signals in both the very high frequency (VHF) and ultra-high frequency (UHF) bands. This requires appropriate vertical spacing between antennas on the tower to avoid interference. A single tower as proposed is technically necessary to achieve the required separation to avoid signal interference. Given the essential services that would be provided by this project it is even more critical that any applicable technical requirements be met in full. Therefore, the two-tower alternative was determined to be technically infeasible to meet essential project requirements.

6.6 Alternative Tower Location Alternatives

During development of the project, the County considered a total of nine alternative communication tower sites located throughout the undeveloped portions of the project parcel (Figure 15). The alternative sites were evaluated in order to determine if they would meet the needs of the project, including clear line-of-sight for microwave paths to County- and State-owned public safety radio sites, as well as proximity to servers in the building. A number of tower locations throughout the parcel would be suitable based on the microwave path analysis, although some locations are better than others. Based on intervening power line heights for some of these alternative tower locations, the microwave antennas on the tower would need to be set at a higher elevation on the tower. The proposed tower location provides the optimal microwave path line of sight with State and County public safety radio site at Tassajera Peak (the primary emergency communication signal path for the project).

There is also a requirement that the tower be within 50 feet of the radio equipment in the building to prevent signal loss with distance to the tower. This distance is based on accepted radio frequency engineering practice. This requirement would eliminate a number of the alternative tower sites and/or made the build-out of the project site infeasible.

In evaluating alternative tower locations on the parcel, the County considered the potential safety hazard to travelers in the event any equipment became dislodged from the tower. Five of the nine alternative locations were considered too close to Highway 101 due to safety concerns and were eliminated from consideration.

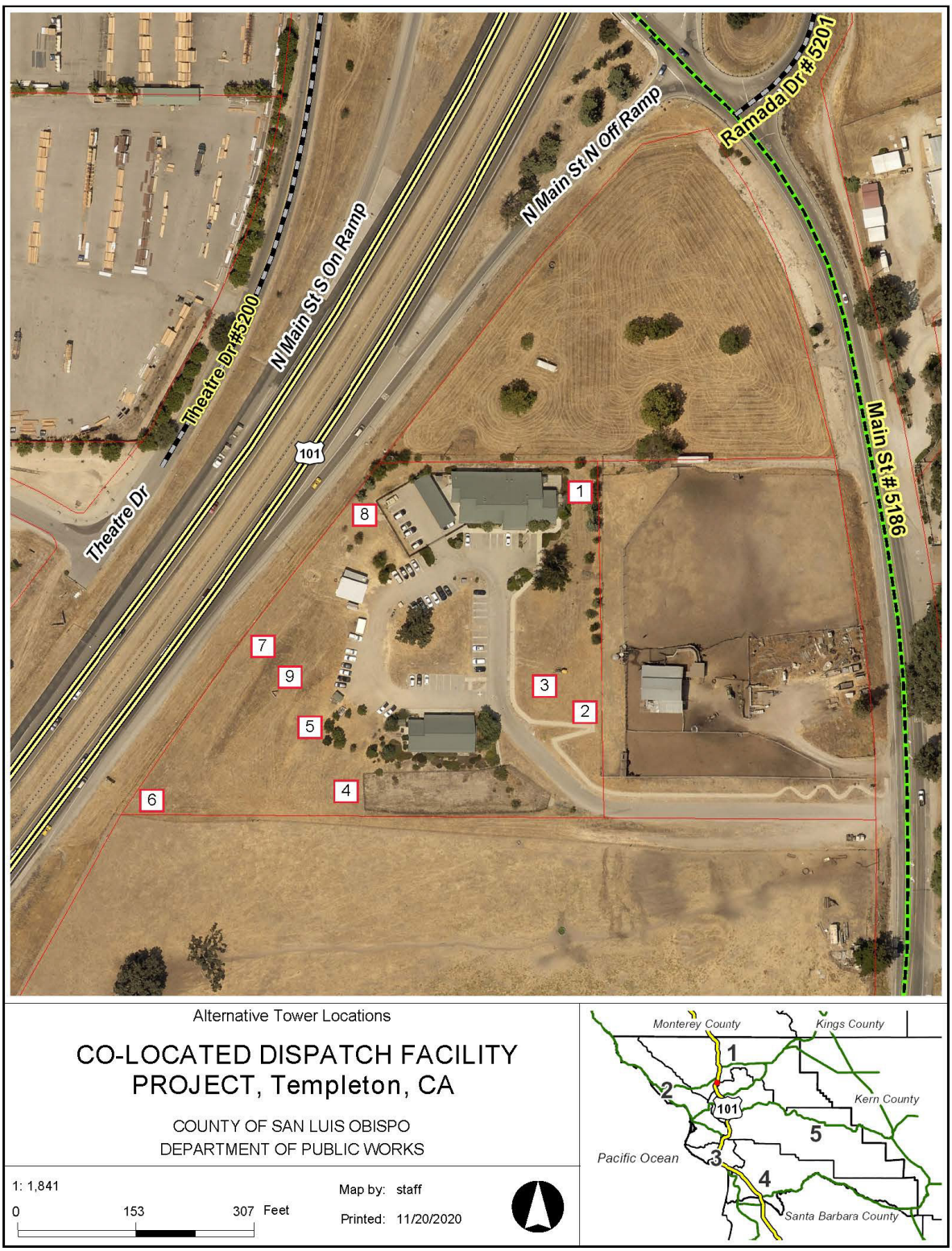
The proposed tower location was selected because it provides the clearest line-of-sight with the applicable regional towers, is sufficiently set back from Highway 101, and is in close proximity to the most suitable building location.

In terms of aesthetic impacts, the location of the tower on the parcel is deemed most relevant for near-field views for travelers on Highway 101 (e.g., Figures 9 – 12). In other words, the specific location of the tower on the parcel would have little or no effect on the limits of tower visibility depicted in Figure 8.

As proposed, the tower is set back as far from Highway 101 as possible, while maximizing line of sight with other regional communication towers. The proposed location for the tower also sets it behind the two-story dispatch facility, which to some extent reduces its dominance in the view when seen from nearby.

In summary, alternate tower locations on the project parcel would not optimize line of sight needs of the project and would potentially increase hazards to motorists on Highway 101. At the same time, the alternate tower locations would not make a material difference in the aesthetic impacts compared to the proposed project. Impacts would still be significant and unavoidable with any of the alternative tower locations on the project parcel.

Figure 15. Alternative Tower Locations Evaluated at Project Parcel



6.7 Environmentally Superior Alternative

As proposed, the project would result in unavoidable and significant (Class I) impacts as a result of the proposed communication tower, and significant but mitigable (CEQA Class II) impacts from the non-tower components of the project.

Any alternative that is environmentally superior would be one that potentially avoids impacts or substantially lessen those impacts and does not introduce new significant impacts or increase the potentially significant impacts that can be addressed with mitigation (Class II). In summary:

- The No Action Alternative does not meet the project objectives.
- The County Operations Center Alternative would have more substantial aesthetic impacts than any of the proposed site due to close proximity to a State designated scenic highway; would require relocation of the Joint Information Center, which would result in increased environmental impacts compared to the proposed project; and would require more complex engineering and construction approaches to address soil conditions that would result in increased project costs and would likely increase environmental impacts. This alternative would potentially have more substantial construction related impacts compared to the proposed project due to the challenging geologic conditions.
- The Two Tower Alternative is not feasible from a technological perspective.
- Tower Location Alternatives would not reduce significant or unavoidable aesthetic impacts, and in some cases, potentially increase other impacts such as hazards to motorists.

Therefore, the proposed project with all mitigation measures applied is the environmentally superior alternative. The comparison of alternatives is further illustrated in Table 3.

Table 3. Alternatives Analysis

Resource Area	Alternatives Comparison				
	Proposed Project	**No Project**	**County Operations Center**	**Two Tower Alternative**	**Alternative Tower Locations**
Aesthetic Resources	Class I	Class III – no change from existing conditions	Class I – potential for unavoidable significant impacts along a State designated scenic Highway 1	Class I	Class I – increased impact or negligible change from proposed project
Air Quality	Class II	Class III – no change from existing conditions	Class II – equal to or greater than proposed project due to intensive construction techniques required	Class II – no change from proposed project	Class II – no change from proposed project
Biological Resources	Class II	Class III – no change from existing conditions	Class II – potential for increased impacts from proposed project due to more rural location	Class II – no change from proposed project	Class II – no change from proposed project
Cultural Resources	Class II	Class III – no change from existing conditions	Class II – potential for increased impacts from proposed project due to increased construction	Class II – no change from proposed project	Class II – no change from proposed project
Geology and Soils	Class II	Class III – no change from existing conditions	Class II – potential for increased impacts from proposed project due to complex soils issues	Class II – no change from proposed project	Class II – no change from proposed project
Hazards/ Hazardous Materials	Class II	Class III – no change from existing conditions	Class II – negligible change from proposed project	Class II – no change from proposed project	Class II – no change from proposed project
Feasibility	Feasible	Feasible	Feasible	Not feasible	Not feasible
Meets Project Objectives?	Yes	No – will not improve operational and cost efficiency of outdated facilities.	Yes - but with increased cost and increased severity of unavoidable significant aesthetic impacts	No – does not achieve necessary County-wide communications capability	No – does not achieve necessary County-wide communications capability

7.0 References and Preparers

7.1 References

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7.2 EIR Preparers

The primary authors of this EIR were:

Keith Miller, Environmental Division Manager, County of San Luis Obispo Department of Public Works

Monica Stillman, Environmental Resource Specialist, County of San Luis Obispo Department of Public Works

Review by other Public Works staff with subject matter expertise in various aspects of the project included:

Henry Bonifas, Environmental Resource Specialist, County of San Luis Obispo Department of Public Works

Blaize Uva, Environmental Resource Specialist, County of San Luis Obispo Department of Public Works

Matthew Willis, Environmental Resource Specialist, County of San Luis Obispo Department of Public Works

Vahram Havandjian, Information Technology Supervisor

Steve Neer, Project Manager

Appendix A

Notice of Preparation and Response

Notice of Preparation

Notice of Preparation

To: State Clearinghouse
P.O. Box 3044
Sacramento, CA 95812-3044
(Address)

From: County of San Luis Obispo Dept. of Public Works
906 Osos Street Room 206
San Luis Obispo, CA 93408
(Address)

Subject: Notice of Preparation of a Draft Environmental Impact Report

County of San Luis Obispo Dept. of Public Works will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study (☒ is ☐ is not) attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to Monica Stillman (mjstillman@co.slo.ca.us) at the address shown above. We will need the name for a contact person in your agency.

Project Title: Co-Located Dispatch Facility, North Main Street, Templeton, CA

Project Applicant, if any: County of San Luis Obispo Dept. of Public Works

Date 9/8/20

Signature

Title Keith Miller, Environmental Division Mgr

Telephone 805-787-5252

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375.

COUNTY OF SAN LUIS OBISPO
Public Works
John Diodati, *Interim Director*

MEMORANDUM

DATE: September 10, 2020

SUBJECT: Notice of Preparation – Draft Environmental Impact Report

TO: Responsible Agencies, Trustee Agencies and Interested Parties

From: Monica Stillman, Environmental Specialist
San Luis Obispo County Department of Public Works
976 Osos Street, Room 206
San Luis Obispo, CA 93408-2040
Email: mjstillman@co.slo.ca.us

PROJECT TITLE: Co-Located Dispatch Communications Facility Project (320088/ED#19-027)

PROJECT APPLICANT: County of San Luis Obispo Department of Public Works

RESPONSES DUE BY: 5:00 p.m. on October 15, 2020

The County of San Luis Obispo Department of Public Works (County) will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the above-referenced project. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The EIR will be prepared to evaluate the aesthetic impacts of the project. As determined in the Initial Study for the project, the project is not expected to have the potential for significant impacts to the other environmental factors, with incorporation of relevant mitigation measures, and no further analyses is proposed.

Due to the time limits mandated by State law, please provide us the following information at your earliest possible date, but not later than 5:00 p.m. on October 15, 2020:

1. NAME OF CONTACT PERSON. Please include address, e-mail and telephone number.
2. PERMIT(S) or APPROVAL(S) AUTHORITY. Please provide a summary description of these and send a copy of the relevant sections of legislation, regulatory guidance, etc.
3. ENVIRONMENTAL INFORMATION. What environmental information must be addressed in the Environmental Impact Report to enable your agency to use this documentation as a

basis for your permit issuance or approval? Is the information in the Initial Study sufficient to address your concerns?

4. PERMIT STIPULATIONS/CONDITIONS. Please provide a list and description of standard stipulations (conditions) that your agency will apply to features of this project. Are there other conditions that have a high likelihood of application to a permit or approval for this project? If so, please list and describe. Are the conditions in the Initial Study sufficient to address your concerns?
5. ALTERNATIVES. What alternatives does your agency recommend be analyzed in the EIR?
6. REASONABLY FORESEEABLE PROJECTS, PROGRAMS, or PLANS. Please name any future project, programs or plans that you think may have an overlapping influence with the project as proposed.
7. RELEVANT INFORMATION. Please provide references for any available, appropriate documentation you believe may be useful to the County in preparing the EIR. Reference to and/or inclusion of such documents in an electronic format would be appreciated.
8. FURTHER COMMENTS. Please provide any further comments or information that will help the County to scope the document and determine the appropriate level of environmental assessment

Information on the project is available on the County's project website https://www.slocounty.ca.gov/Departments/Public-Works/Current-Public-Works-Projects/Co-Located-Dispatch-Facility.aspx. A detailed project description, location map, conceptual site plan, and the probable environmental effects are contained in the Initial Study, which is provided on the website under "CEQA."

Please send your response to Monica Stillman at the address or email shown above. As requested above, we will need the name for a contact person in your agency.

Monica Stillman

Monica Stillman, Environmental Specialist
mjstillman@co.slo.ca.us

Reference: California Administrative Code, Title 14, Section 15082

Attachment:
Initial Study/Environmental Checklist with Project Description

COUNTY OF SAN LUIS OBISPO
DEPARTMENT OF PUBLIC WORKS

Appendix A
PLN-2039
04/2019

Initial Study – Environmental Checklist

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

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

☒ Aesthetics	☐ Greenhouse Gas Emissions	☐ Public Services
☐ Agriculture & Forestry Resources	☒ Hazards & Hazardous Materials	☐ Recreation
☒ Air Quality	☐ Hydrology & Water Quality	☐ Transportation
☒ Biological Resources	☐ Land Use & Planning	☐ Tribal Cultural Resources
☒ Cultural Resources	☐ Mineral Resources	☐ Utilities & Service Systems
☐ Energy	☐ Noise	☐ Wildfire
☒ Geology & Soils	☐ Population & Housing	☐ Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)

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

☐ The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒ The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

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

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

Monica Stillman	Monica Stillman		9/8/2020
Prepared by (Print)	Signature		Date
Keith Miller		Keith Miller, Manager Environmental Division	9/8/20
Reviewed by (Print)	Signature		Date

Project Environmental Analysis

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

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

A. Project

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

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

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

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

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

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

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

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

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

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

B. Existing Setting

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

Land Use Category: Public Facilities

Combining Designation: Flood Hazard

Parcel Size: 4.82acres

Topography: Nearly level to gently sloping

Vegetation: Urban-built up Ruderal Ornamental landscaping

Existing Uses: Public Facilities

Surrounding Land Use Categories and Uses:

North: Agricultural uses; US Highway 101 Highway interchange

East: Agricultural uses; retail commercial residential railroad

South: Agricultural uses; residential

West: Residential Rural; US Highway 101 lumber yard recreational facility

C. Environmental Analysis

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

Figure 1. Project Location

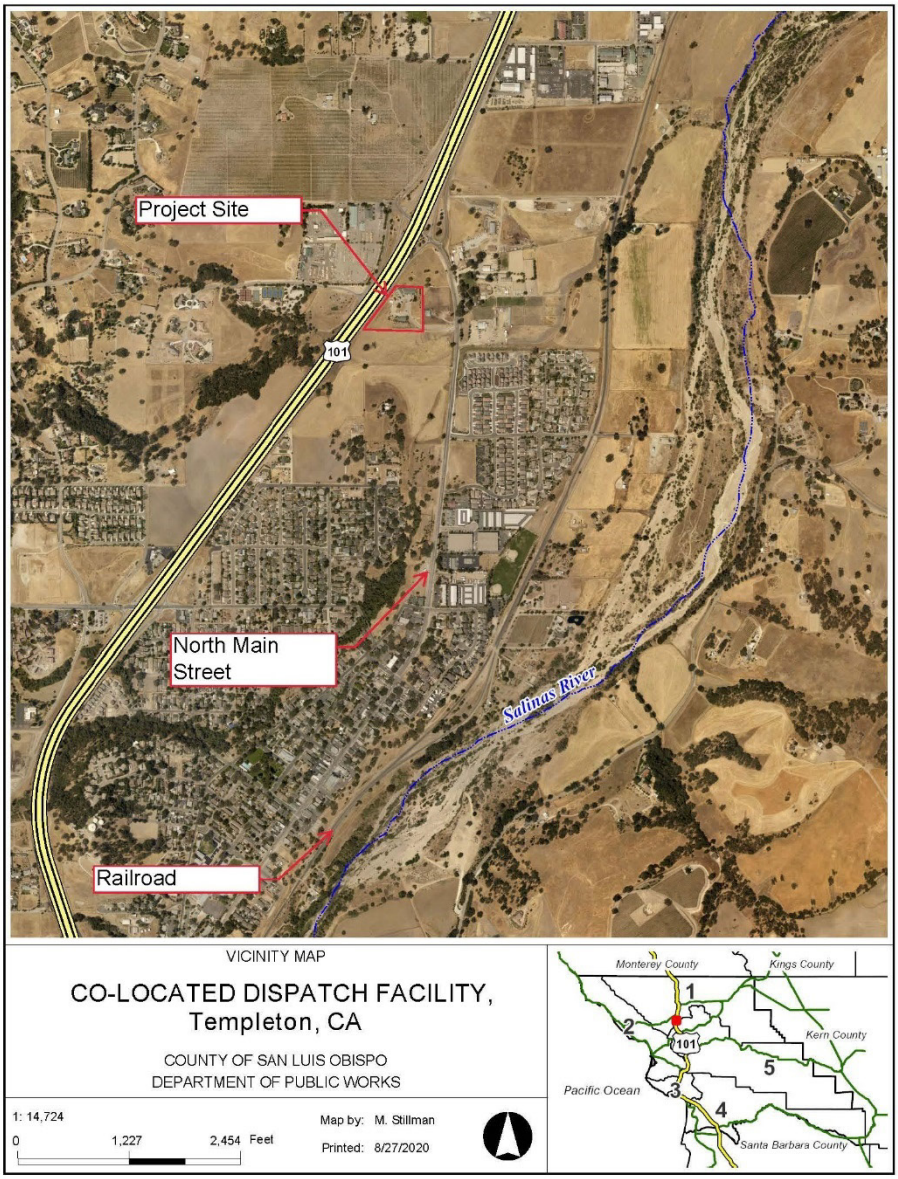
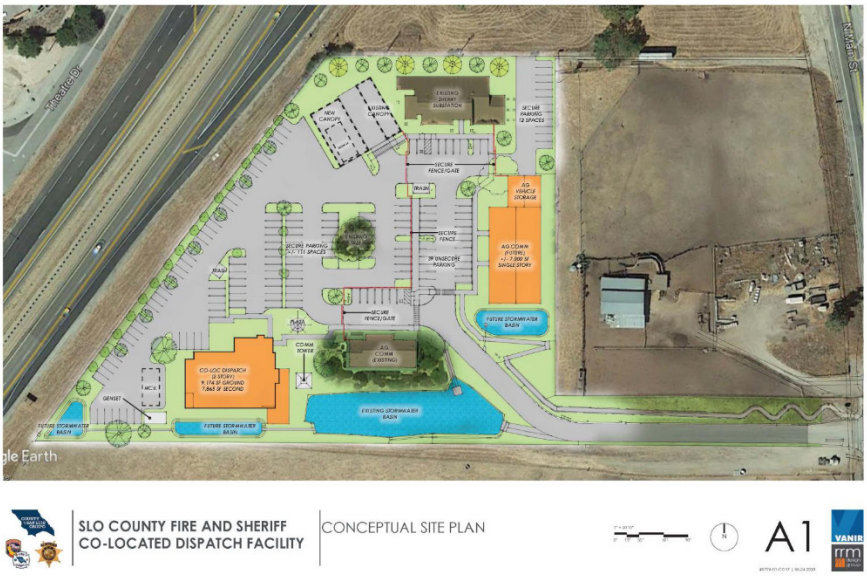


Figure 2. Conceptual Site Plan with Proposed Co-Located Dispatch Facilities and Potential Future Build-Out Facilities



I. AESTHETICS

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

Setting

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

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

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

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

Discussion

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Conclusion

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

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

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

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

Mitigation

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

II. AGRICULTURE AND FORESTRY RESOURCES

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

Setting

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

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

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

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

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

Discussion

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

(b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

(c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

(d) Result in the loss of forest land or conversion of forest land to non-forest use?

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

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

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

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

Conclusion/Mitigation

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

III. AIR QUALITY

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:					
(a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☒	☐	☐
(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?	☐	☐	☒	☐
(c)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
(d)	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Setting

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

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

For project-specific emissions analyses, the current guidance is the County APCD CEQA Air Quality Handbook (2012). The Handbook provides daily and quarterly air pollutant significance thresholds that apply to project operations and construction and specifies mitigation measures to address threshold exceedances. These include control measures for any grading activities that would generate airborne dust (a source of PM_{10}) or disturb naturally occurring asbestos, and control measures for disturbance of hydrocarbon-contaminated

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

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

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

Discussion

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

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

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

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

The project construction and operational emissions are below the thresholds warranting project-specific assessment. Therefore, it is not anticipated that the project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.

(c) Expose sensitive receptors to substantial pollutant concentrations?

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

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

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

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

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

Conclusion/Mitigation

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

IV. BIOLOGICAL RESOURCES

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
(b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☒	☐
(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?	☐	☐	☐	☒
(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?	☐	☐	☒	☐

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
(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?	☐	☐	☒	☐

Setting

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

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

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

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

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

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

JURISDICTIONAL WETLANDS, WATERS, AND RIPARIAN HABITATS

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

Discussion

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

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

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

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

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

No wetlands exist on or adjacent to the site.

(d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

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

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

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

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

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

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

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

(f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

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

Conclusion/Mitigation

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

V. CULTURAL RESOURCES

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	☐	☐	☒	☐
(b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☒	☐	☐
(c)	Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

Setting

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

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

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

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

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

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

Discussion

(a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?

(b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

(c) Disturb any human remains, including those interred outside of dedicated cemeteries?

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

Conclusion/Mitigation

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

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

Setting

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

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

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

Discussion

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

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

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

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

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

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

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

Conclusion/Mitigation

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

VII. GEOLOGY AND SOILS

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

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

Setting

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

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

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

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

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

Discussion

(a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

(a-ii) Strong seismic ground shaking?

(a-iii) Seismic-related ground failure, including liquefaction?

(a-iv) Landslides?

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

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

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

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

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

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

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

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

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

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

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

Conclusion/Mitigation

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

VIII. GREENHOUSE GAS EMISSIONS

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
(b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Setting

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

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

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

Discussion

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

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

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

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

Conclusion/Mitigation

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

IX. HAZARDS AND HAZARDOUS MATERIALS

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
(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?	☐	☒	☐	☐

Appendix A

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
(d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
(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?	☐	☐	☐	☒
(f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
(g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

Setting

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

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

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

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

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

Discussion

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

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

(b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

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

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

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

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

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

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

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

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

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

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

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

Conclusion/Mitigation

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

X. HYDROLOGY AND WATER QUALITY

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☒	☐	☐
(b)	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
(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:	☐	☐	☒	☐
	(i) Result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐

Appendix A

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(ii)	Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☒	☐
(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	☐	☐	☒	☐
(iv)	Impede or redirect flood flows?	☐	☐	☒	☐
(d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
(e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Setting

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

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

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

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

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

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

Discussion

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

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

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

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

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

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

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

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

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

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

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

(c-iv) Impede or redirect flood flows?

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

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

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

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

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

Conclusion/Mitigation

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

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

No further analyses or mitigation measures are required.

XI. LAND USE AND PLANNING

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:					
(a)	Physically divide an established community?	☐	☐	☐	☒
(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?	☐	☐	☐	☒

Setting

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

Discussion

(a) Physically divide an established community?

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

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

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

Conclusion/Mitigation

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

XII. MINERAL RESOURCES

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
(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?	☐	☐	☐	☒

Setting

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

Discussion

(a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

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

(b) Result in the loss of availability of a locally- important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

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

Conclusion/Mitigation

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

XIII. NOISE

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐
(b)	Generation of excessive groundborne vibration or ground-borne noise levels?	☐	☐	☒	☐
(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?	☐	☐	☐	☒

Setting

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

Discussion

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

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

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

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

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

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

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

Conclusion/Mitigation

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

XIV. POPULATION AND HOUSING

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

Setting

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

Discussion

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

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

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

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

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

Conclusion/Mitigation

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

XV. PUBLIC SERVICES

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Other public facilities?	☐	☐	☒	☐

Setting

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

Discussion

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

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

Conclusion/Mitigation

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

XVI. RECREATION

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
(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?	☐	☐	☐	☒

Setting

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

Discussion

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

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

(b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The project does not include construction or expansion of recreational facilities.

Conclusion/Mitigation

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

XVII. TRANSPORTATION

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

Setting

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

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

Discussion

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

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

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

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

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

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

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

(d) Result in inadequate emergency access?

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

Conclusion/Mitigation

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

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

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

XVIII. TRIBAL CULTURAL RESOURCES

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

Setting

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

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

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

Discussion

(a) *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*

(a-i) *Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?*

(a-ii) *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*

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

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

Conclusion/Mitigation

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

XIX. 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?	☐	☐	☒	☐
(b)	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
(c)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
(d)	Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
(e)	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Setting

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

Discussion

(a) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

(b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

(c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

(d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

(e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

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

Conclusion/Mitigation

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

XX. WILDFIRE

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
(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?	☐	☐	☐	☒

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

Setting

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

Discussion

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

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

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

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

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

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

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

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

Conclusion/Mitigation

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

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

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

Setting

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

Discussion

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

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

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

(b) *Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*

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

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

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

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

Conclusion

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

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

Exhibit A - Initial Study References and Agency Contacts

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

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

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

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

☒ Project File for the Subject Application

County Documents

☐ Coastal Plan Policies
☐ Framework for Planning (Coastal/Inland)
☒ General Plan (Inland/Coastal), includes all maps/elements; more pertinent elements:
- ☒ Agriculture Element
- ☒ Conservation & Open Space Element
- ☐ Economic Element
- ☐ Housing Element
- ☐ Noise Element
- ☒ Parks & Recreation Element/Project List
- ☐ Safety Element

☒ Land Use Ordinance (Inland/Coastal)
☐ Building and Construction Ordinance
☐ Public Facilities Fee Ordinance
☐ Real Property Division Ordinance
☐ Affordable Housing Fund
☒ Airport Land Use Plan
☐ Energy Wise Plan
☐ Select Planning Area
☒ Design Plan
☐ Specific Plan
☐ Annual Resource Summary Report
☐ Circulation Study

Other Documents

☒ Clean Air Plan/APCD Handbook
☐ Regional Transportation Plan
☐ Uniform Fire Code
☒ Water Quality Control Plan (Central Coast Basin – Region 3)
☒ Archaeological Resources Map
☐ Area of Critical Concerns Map
☐ Special Biological Importance Map
☒ CA Natural Species Diversity Database
☒ Fire Hazard Severity Map
☒ Flood Hazard Maps
☒ Natural Resources Conservation Service Soil Survey for SLO County
☒ GIS mapping layers (e.g., habitat, streams, contours, etc.)
☐ Other

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

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

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

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

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

Exhibit B - Mitigation Summary

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

Air Quality

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

intersection of an unpaved area and a paved road. If paved roadways accumulate tracked out soils, the track-out prevention device may need to be modified.

AQ-11 Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers shall be used with reclaimed water where feasible. Roads shall be pre-wetted prior to sweeping where feasible.

AQ-12 All PM_{10} [i.e., dust control] mitigation measures required should be shown on grading and building plans.

AQ-13 The contractor or builder shall designate a person or persons whose responsibility is to ensure any fugitive dust emissions do not result in a nuisance and to enhance the implementation of the mitigation measures as necessary to minimize dust complaints and reduce visible emissions below the APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Their duties shall include holidays and weekend periods when work may not be in progress (for example, wind-blown dust could be generated on an open dirt lot). The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork or demolition (Contact Tim Fuhs at (805) 781-5912).

AQ-14 APCD Rule 501 prohibits developmental burning of vegetative material within San Luis Obispo County.

AQ-15 Portable equipment, 50 horsepower or greater, used during construction activities may require California statewide portable equipment registration (issued by the California Air Resources Board) or an APCD permit.

AQ-16 Based on the types of equipment that may be present at the post-construction site, operational sources may require APCD permits. The following list is provided as a guide to equipment and operations that may have permitting requirements but should not be viewed as exclusive. For a more detailed listing, refer to the Technical Appendix, page 4-4, in the CEQA Air Quality Handbook.

a. Portable generators and equipment with engines that are 50 hp or greater
b. Electrical generation plants or the use of standby generators
c. Public utility facilities
d. Internal combustion engines

BR-1 If construction activities are conducted during the typical nesting bird season (February 1-September 1) pre-construction surveys shall be conducted by the County or its designee prior to any construction activity or vegetation removal to identify potential bird nesting activity, and:

a. If active nest sites of bird species protected under the Migratory Bird Treaty Act are observed within the vicinity of the project site, then the project shall be modified and/or delayed as necessary to avoid direct take of the identified nests, eggs and/or young;
b. If active nest sites of raptors and/or bird species of special concern are observed within the vicinity of the project site, then CDFW shall be contacted to establish the appropriate buffer around the nest site. Construction activities in the buffer zone shall be prohibited until the young have fledged the nest and achieved independence.

BR-2 Prior to any ground disturbance, a qualified County biologist will conduct pre-construction surveys to determine presence or absence of special-status wildlife species. Wildlife surveys will be done no more than 30 days prior to the start of work. If surveys show an absence of sensitive species, work may proceed without additional measures being required. In the unlikely event that special-status wildlife is observed, mitigation will be implemented to avoid and/or minimize impacts. These measures could include for example, establishing a work buffer area, coordinating with applicable resource agencies, and/or follow-up surveys to confirm if and when the species is no longer utilizing the site.

BR-3 During construction, no pets will be allowed at the project site during construction.

BR-4 During construction, all trash that may attract predators will be properly contained and secured, promptly removed from the work site, and disposed of regularly. Following construction, all trash and construction debris will be removed from the work areas.

CR-1 If previously unidentified cultural materials are unearthed during construction, work will be halted in that portion of the project area until a qualified archaeologist can assess the significance of the find. Additional archaeological surveys will be needed if the project limits are extended beyond the present survey limits.

CR-2 As specified by California Health and Safety Code Section 7050.5, if human remains are found on the project site during construction, the person responsible for the excavation, or his or her authorized representative, will immediately notify the San Luis Obispo County Coroner's office, and the County Environmental office by telephone. No further excavation or disturbance of the discovery or any nearby area reasonably suspected to overlie adjacent remains (as determined by an Archaeologist and/or Native American monitor) will occur until the Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code 5097.98.

GS-1 The County or its contractor will install appropriate erosion control measures (i.e., silt fences, hay bales) where necessary along the base of the proposed work area and at the down-gradient end of the proposed construction zone and maintain erosion control mechanisms on a daily basis. Erosion and sediment control measures will be on site prior to the start of construction and kept on site at all times so they are immediately available for installation in anticipation of rain events.

HZ-1 Prior to construction, the County or its contractor will ensure that a plan is in place to minimize the potential for accidental spills or releases of fuels, lubricants, and other hazardous material, and to provide for a prompt and effective response to any accidental spills. Workers will be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur.

HZ-2 Any staging or equipment/vehicle parking areas will be free of combustible vegetation and work crews will have shovels and a fire extinguisher on site during all construction activities.

Mitigation Monitoring Plan

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

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

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

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

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

Appendix A

State of California — Transportation Agency

Memorandum

Governor's Office of Planning & Research

Sep 29 2020

STATE CLEARINGHOUSE

Date: September 23, 2020

To: Telecommunications Section

From: **DEPARTMENT OF CALIFORNIA HIGHWAY PATROL**
Special Projects Section

File No.: 063.A10212.A14585.Nop.Doc

Subject: ENVIRONMENTAL DOCUMENT REVIEW AND RESPONSE
SCH# 2020090201

Special Projects Section (SPS) recently received the referenced "Notice of Preparation" environmental impact document from the State Clearinghouse (SCH).

Telecommunications Section is being asked to review the attached for any potential impact to the section due to the Templeton Area project. Please use the attached checklist to assess any issues to the local Area operations and public safety. If it is determined that departmental input is advisable, your written comments referencing the above SCH number must be sent to the lead agency and emailed to state.clearinghouse@opr.ca.gov. Your written comments must be received by SCH no later than **October 15, 2020**. For reference, additional information can be found in General Order 41.2, Environmental Impact Documents.

For project tracking purposes, SPS must be notified of Telecommunications Section and Templeton Area's assessment of the project (including negative reports). Please e-mail a copy of Area's response to Associate Governmental Program Analyst Mary Uhazi at muhazi@chp.ca.gov. For questions or concerns, please contact Ms. Uhazi at (916) 843-3386.

L. NARVAEZ, SSM III
Commander

Attachments: Checklist
Project File

cc: Information Management Division

Safety, Service, and Security
CHP 51 (Rev. 06/2013) OPI 076

An Internationally Accredited Agency

From: Jackie Mansoor
To: Monica J. Stillman; Andrew Mutziger
Subject: RE: Notice of Preparation of EIR for Co-Located Dispatch Facility
Date: Tuesday, September 15, 2020 1:57:37 PM
Attachments: image009.png
image010.jpg
image001.jpg
image002.jpg
image011.png
image012.jpg
image013.png
image014.png

Hey Monica,

The APCD has reviewed the information in the initial study. Thank you for including the mitigation measures outlined in our Oct. 2019 letter. The APCD does not have any further comments at this time.

Thank you,
Jackie

Jacqueline Mansoor | Air Quality Specialist
Currently Teleworking
SLO County Air Pollution Control District
3433 Roberto Court, SLO 93401
805-781-5983 • SLOCleanAir.org • SLOCarFree.org

From: Monica J. Stillman <mjstillman@co.slo.ca.us>
Sent: Friday, September 11, 2020 10:54 AM
To: Jackie Mansoor <JMansoor@co.slo.ca.us>; Andrew Mutziger <amutziger@co.slo.ca.us>
Subject: Notice of Preparation of EIR for Co-Located Dispatch Facility

Hello Jackie and Andrew – It has been awhile since I needed to correspond with APCD. I hope you are both doing fine!

Attached is a Notice of Preparation of an EIR to evaluate potential for significant impacts to aesthetics for the County's proposed Co-Located Dispatch Facility in Templeton. The Initial Study is also attached. The County is proposing no further analysis of the other environmental impacts in the EIR, just aesthetics.

A project referral was provided to APCD in October 2019, and Jackie provided a comment letter dated Oct. 22, 2019. I've attached that comment letter because I have it right at hand.

The NOP has a 30-day comment period that will end at close of business on Oct. 15, 2020.

Thanks! Monica

Monica J. Stillman
Environmental Specialist III
Public Works, County of San Luis Obispo
Tel: (805) 781-1046 | *An APWA Accredited Agency*
Website | Twitter | Map
APWA

Jared Blumenfeld
Secretary for
Environmental Protection

Department of Toxic Substances Control

Meredith Williams, Ph.D.
Director
8800 Cal Center Drive
Sacramento, California 95826-3200

Gavin Newsom
Governor

September 14, 2020

Ms. Monica Stillman
County of San Luis Obispo
Department of Public Works
County Government Center, Room 206
San Luis Obispo, CA 93408
mjstillman@co.slo.ca.us

INITIAL STUDY FOR CO-LOCATED DISPATCH FACILITY – DATED SEPTEMBER 8, 2020 (STATE CLEARINGHOUSE NUMBER: 2020090201)

Ms. Stillman:

The Department of Toxic Substances Control (DTSC) received an Initial Study (IS) for the Co-Located Dispatch Facility (Project). The Lead Agency is receiving this notice from DTSC because the Project includes one or more of the following: groundbreaking activities, work in close proximity to a roadway, work in close proximity to mining or suspected mining or former mining activities, presence of site buildings that may require demolition or modifications, importation of backfill soil, and/or work on or in close proximity to an agricultural or former agricultural site.

DTSC recommends that the following issues be evaluated in the IS. Hazards and Hazardous Materials section:

1. The IS should acknowledge the potential for historic or future activities on or near the project site to result in the release of hazardous wastes/substances on the project site. In instances in which releases have occurred or may occur, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. The IS should also identify the mechanism(s) to initiate any required investigation and/or remediation and the government agency who will be responsible for providing appropriate regulatory oversight.
2. Refiners in the United States started adding lead compounds to gasoline in the 1920s in order to boost octane levels and improve engine performance. This practice did not officially end until 1992 when lead was banned as a fuel additive in California. Tailpipe emissions from automobiles using leaded gasoline contained lead and resulted in aerially deposited lead (ADL) being deposited in

and along roadways throughout the state. ADL-contaminated soils still exist along roadsides and medians and can also be found underneath some existing road surfaces due to past construction activities. Due to the potential for ADL-contaminated soil DTSC, recommends collecting soil samples for lead analysis prior to performing any intrusive activities for the project described in the IS.

3. If any sites within the project area or sites located within the vicinity of the project have been used or are suspected of having been used for mining activities, proper investigation for mine waste should be discussed in the IS. DTSC recommends that any project sites with current and/or former mining operations onsite or in the project site area should be evaluated for mine waste according to DTSC's 1998 Abandoned Mine Land Mines Preliminary Assessment Handbook (https://dtsc.ca.gov/wp-content/uploads/sites/31/2018/11/aml_handbook.pdf).
4. If buildings or other structures are to be demolished on any project sites included in the proposed project, surveys should be conducted for the presence of lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk. Removal, demolition and disposal of any of the above-mentioned chemicals should be conducted in compliance with California environmental regulations and policies. In addition, sampling near current and/or former buildings should be conducted in accordance with DTSC's 2006 *Interim Guidance Evaluation of School Sites with Potential Contamination from Lead Based Paint, Termiticides, and Electrical Transformers* (https://dtsc.ca.gov/wpcontent/uploads/sites/31/2018/09/Guidance_Lead_Contamination_050118.pdf).
5. If any projects initiated as part of the proposed project require the importation of soil to backfill any excavated areas, proper sampling should be conducted to ensure that the imported soil is free of contamination. DTSC recommends the imported materials be characterized according to *DTSC's 2001 Information Advisory Clean Imported Fill Material* (https://dtsc.ca.gov/wp-content/uploads/sites/31/2018/09/SMP_FS_Cleanfill-Schools.pdf).
6. If any sites included as part of the proposed project have been used for agricultural, weed abatement or related activities, proper investigation for organochlorinated pesticides should be discussed in the IS. DTSC recommends the current and former agricultural lands be evaluated in accordance with DTSC's 2008 *Interim Guidance for Sampling Agricultural Properties (Third Revision)* (https://dtsc.ca.gov/wp-content/uploads/sites/31/2018/09/Ag-Guidance-Rev-3-August-7-2008-2.pdf).

DTSC appreciates the opportunity to comment on the IS. Should you need any assistance with an environmental investigation, please submit a request for Lead Agency Oversight Application, which can be found at: https://dtsc.ca.gov/wp-

content/uploads/sites/31/2018/09/VCP_App-1460.doc. Additional information regarding voluntary agreements with DTSC can be found at: https://dtsc.ca.gov/brownfields/.

If you have any questions, please contact me at (916) 255-3710 or via email at Gavin.McCreary@dtsc.ca.gov.

Sincerely,



Gavin McCreary
Project Manager
Site Evaluation and Remediation Unit
Site Mitigation and Restoration Program
Department of Toxic Substances Control

cc: (via email)

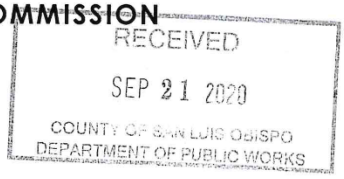
Governor's Office of Planning and Research
State Clearinghouse
State.Clearinghouse@opr.ca.gov

Mr. Dave Kereazis
Office of Planning & Environmental Analysis
Department of Toxic Substances Control
Dave.Kereazis@dtsc.ca.gov



STATE OF CALIFORNIA — Gavin Newsom, Governor

NATIVE AMERICAN HERITAGE COMMISSION



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nahc@nahc.ca.gov
NAHC.ca.gov

September 14, 2020

Monica Stillman
County of San Luis Obispo Department of Public Works
County Government Center, Room 206
San Luis Obispo, CA 93408

Re: 2020090201, Co-Located Dispatch Facility Project, San Luis Obispo County

Dear Ms. Stillman:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides 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. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

- **a.** A brief description of the project.
- **b.** The lead agency contact information.
- **c.** Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
- **d.** A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

- **a.** For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

- **a.** Alternatives to the project.
- **b.** Recommended mitigation measures.
- **c.** Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:

- **a.** Type of environmental review necessary.
- **b.** Significance of the tribal cultural resources.
- **c.** Significance of the project's impacts on tribal cultural resources.
- **d.** If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

- **a.** Whether the proposed project has a significant impact on an identified tribal cultural resource.
- **b.** Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:

a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or

b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

a. Avoidance and preservation of the resources in place, including, but not limited to:

i. Planning and construction to avoid the resources and protect the cultural and natural context.

ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.

b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:

i. Protecting the cultural character and integrity of the resource.

ii. Protecting the traditional use of the resource.

iii. Protecting the confidentiality of the resource.

c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.

d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).

e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).

f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.

b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.

c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
    a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
    b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
    a. If part or all of the APE has been previously surveyed for cultural resources.
    b. If any known cultural resources have already been recorded on or adjacent to the APE.
    c. If the probability is low, moderate, or high that cultural resources are located in the APE.
    d. If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
    a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
    b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
   - **a.** A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
   - **b.** A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
   - **a.** Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
   - **b.** Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
   - **c.** Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Nancy.Gonzalez-Lopez@nahc.ca.gov.

Sincerely,



Nancy Gonzalez-Lopez
Cultural Resources Analyst

cc: State Clearinghouse

From: Nathan D. Paul
To: Monica J. Stillman
Subject: Re: Draft EIR Preparation Memo- Co Located Dispatch
Date: Wednesday, September 16, 2020 2:22:29 PM
Attachments: image001.png
image002.jpg

Thank you for the quick reply- I understand. I'm happy things are moving forward with the draft EIR. I (we) have no issues with the Initial Study.

Thank you for all the hard work!

Nate Paul, Commander
San Luis Obispo County Sheriff's Office
Headquarters Division
Special Enforcement Detail
(805) 781-1423
npaul@co.slo.ca.us

From: Monica J. Stillman <mjstillman@co.slo.ca.us>
Sent: Wednesday, September 16, 2020 1:35 PM
To: Nathan D. Paul <npaul@co.slo.ca.us>
Subject: RE: Draft EIR Preparation Memo- Co Located Dispatch

Hello Nate –

We have a broad distribution list and checked off any entity we thought might be interested. Since you are on the steering committee, this serves as a heads up that we are seeking comments on the determination to prepare an EIR with a 30-day comment period.

If you see something in the Initial Study that is at odds with your understanding of the project, you could provide comments on that. I am attaching the Initial Study fyi, in case that was not provided to you along with the memo.

Thanks! Monica

Monica J. Stillman
Environmental Specialist III
Public Works, County of San Luis Obispo
Tel: (805) 781-1046 | *An APWA Accredited Agency*
Website | Twitter | Map
APWA

From: Nathan D. Paul <npaul@co.slo.ca.us>
Sent: Wednesday, September 16, 2020 1:20 PM
To: Monica J. Stillman <mjstillman@co.slo.ca.us>
Subject: Draft EIR Preparation Memo- Co Located Dispatch

Good Afternoon,

Sheriff Parkinson forwarded a hard copy memo to me that you sent for preparation of the Draft EIR in the Co-Located Dispatch project. It was dated 9/10/20 and directed to "Responsible Agencies, Trustee Agencies, and Interested Parties". I am our agency's representative for the project steering committee. I'm unclear, is the memo a cc of that which was sent to other stakeholders in the process, or do you need official responses from the Sheriff's Office?

I appreciate any clarification that you can offer.

Sincerely,

Nate Paul, Commander
San Luis Obispo County Sheriff's Office
Headquarters Division
Special Enforcement Detail
(805) 781-1423
npaul@co.slo.ca.us

From: Lane, Michael
To: Monica J. Stillman
Subject: [EXT]Co-Location Dispatch Comms Facility Project
Date: Friday, September 18, 2020 11:30:39 AM

ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

Hi Monica,

Thank you for taking my call today.

This is my official response to your letter of September 10, 2021 of this subject.

I will be your point of contact for Twin Cities Community Hospital. Here is my contact information:

Michael N. Lane, MBA, MS, LSSBB, FACHE
Chief Operating Officer
Twin Cities Community Hospital
1100 Las Tablas Rd.
Templeton, CA 93465
O 805-434-4545
C. 831-869-9134

I look forward to receiving more information about this project.

Thank you,
Mike

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November 10, 2020

Monica Stillman
County of San Luis Obispo Department of Public Works
County Government Center, Room 206
San Luis Obispo, California 93408

Subject: Co-Located Dispatch Facility (Project)
Notice of Preparation (NOP)
SCH No. # 2020090201

Dear Ms. Stillman:

The California Department of Fish and Wildlife (CDFW) received an NOP from the County of San Luis Obispo Department of Public Works for the above-referenced Project pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.[1]

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, CDFW appreciates the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under Fish and Game Code.

While the comment period may have ended, CDFW would appreciate if you will still consider our comments.

CDFW ROLE

CDFW is California's **Trustee Agency** for fish and wildlife resources and holds those resources in trust by statue for all the people of the State (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a)). CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for

[1] CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

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biologically sustainable populations of those species (*Id.*, § 1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

CDFW is also submitting comments as a **Responsible Agency** under CEQA (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority (Fish & G. Code, § 1600 et seq.). Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), related authorization as provided by the Fish and Game Code may be required.

Nesting Birds: CDFW has jurisdiction over actions with potential to result in the disturbance or destruction of active nest sites or the unauthorized take of birds. Fish and Game Code sections that protect birds, their eggs and nests include, sections 3503 (regarding unlawful take, possession or needless destruction of the nest or eggs of any bird), 3503.5 (regarding the take, possession or destruction of any birds-of-prey or their nests or eggs), and 3513 (regarding unlawful take of any migratory nongame bird).

PROJECT DESCRIPTION SUMMARY

Proponent: County of San Luis Obispo Department of Public Works

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

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

Timeframe: N/A

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COMMENTS AND RECOMMENDATIONS

CDFW offers the following comments and recommendations to assist County of San Luis Obispo Department of Public Works in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources. Editorial comments or other suggestions may also be included to improve the CEQA document prepared for this Project.

There are several special-status resources present in and adjacent to the Project area. These resources may need to be evaluated and addressed prior to any approvals that would allow ground-disturbing activities or land use changes. CDFW is concerned regarding potential impacts to special-status species including, but not limited to, the State threatened Swainson's Hawk (*Buteo swainsoni*), the State species of special concern burrowing owl (*Athene cunicularia*) and American badger (*Taxidea taxus*). In order to adequately assess any potential impact to biological resources, focused biological surveys should be conducted by a qualified wildlife biologist/botanist during the appropriate survey period(s) in order to determine whether any special-status species may be present within the Project area. Properly conducted biological surveys, and the information assembled from them, are essential to identify any mitigation, minimization, and avoidance measures and/or the need for additional or protocol-level surveys, especially in the areas not in irrigated agriculture, and to identify any Project-related impacts under CESA and other species of concern.

I. Environmental Setting and Related Impact

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 CDFW or the United States Fish and Wildlife Service (USFWS)?

COMMENT 1: Swainson's Hawk (SWHA)

Issue: SWHA have the potential to nest within and near the Project site. The proposed Project will involve activities near large trees that may serve as potential nest sites.

Specific impacts: Without appropriate avoidance and minimization measures for SWHA, potential significant impacts that may result from Project activities include nest abandonment, loss of nest trees, loss of foraging habitat that would reduce nesting success (loss or reduced health or vigor of eggs or young), and direct mortality. Any take of SWHA without appropriate incidental take authorization would be a violation of Fish and Game Code.

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Appendix A

Evidence impact is potentially significant: SWHA exhibit high nest-site fidelity year after year and lack of suitable nesting habitat in the San Joaquin Valley limits their local distribution and abundance (CDFW 2016). The Project as proposed will involve noise, groundwork, and movement of workers that could affect nests and has the potential to result in nest abandonment, significantly impacting local nesting SWHA.

Recommended Potentially Feasible Mitigation Measure(s)

Because suitable habitat for SWHA is present within the Project site, CDFW recommends conducting the following evaluation of the Project site, editing the NOP to include the following measures specific to SWHA, and that these measures be made conditions of approval for the Project.

Recommended Mitigation Measure 1: SWHA Surveys

To determine presence and evaluate potential impacts, CDFW recommends that a qualified wildlife biologist conduct surveys for nesting SWHA following the survey methods developed by the Swainson's Hawk Technical Advisory Committee (SWHA TAC, 2000) prior to project implementation. The survey protocol includes early season surveys to assist the project proponent in implementing necessary avoidance and minimization measures, and in identifying active nest sites prior to initiating ground-disturbing activities.

Recommended Mitigation Measure 2: No-disturbance Buffer

If ground-disturbing Project activities are to take place during the normal bird breeding season (March 1 through September 15), CDFW recommends that additional pre-activity surveys for active nests be conducted by a qualified biologist no more than 10 days prior to the start of Project implementation. CDFW recommends a minimum no-disturbance buffer of ½-mile be delineated around active nests until the breeding season has ended or until a qualified biologist has determined that the birds have fledged and are no longer reliant upon the nest or parental care for survival.

Recommended Mitigation Measure 3: SWHA Take Authorization

CDFW recommends that in the event an active SWHA nest is detected during surveys and the ½-mile no-disturbance buffer around the nest cannot feasibly be implemented, consultation with CDFW is warranted to discuss how to implement the project and avoid take. If take cannot be avoided, take authorization through the issuance of an Incidental Take Permit (ITP), pursuant to Fish and Game Code section 2081 subdivision (b) is necessary to comply with CESA.

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COMMENT 2: Burrowing Owl (BUOW)

Issue: BUOW may occur near the Project site. BUOW inhabit open grassland or adjacent canal banks, ROWs, vacant lots, etc. containing small mammal burrows, a requisite habitat feature used by BUOW for nesting and cover. Review of aerial imagery indicates that some of the Project site is bordered by annual grassland and potentially fallow agricultural fields and may be present within the Project site.

Specific impact: Potentially significant direct impacts associated with subsequent activities include burrow collapse, inadvertent entrapment, nest abandonment, reduced reproductive success, reduction in health and vigor of eggs and/or young, and direct mortality of individuals.

Evidence impact is potentially significant: BUOW rely on burrow habitat year-round for their survival and reproduction. Habitat loss and degradation are considered the greatest threats to BUOW in California's Central Valley (Gervais et al. 2008). The Project site is bordered by annual grassland that is currently undeveloped. Therefore, subsequent ground-disturbing activities associated with the Project have the potential to significantly impact local BUOW populations. In addition, and as described in CDFW's "Staff Report on Burrowing Owl Mitigation" (CDFG 2012), excluding and/or evicting BUOW from their burrows is considered a potentially significant impact under CEQA.

Recommended Potentially Feasible Mitigation Measure(s) (Regarding Environmental Setting and Related Impact)

To evaluate potential impacts to BUOW, CDFW recommends conducting the following evaluation of the Project site, incorporating the following mitigation measures into the Early Consultation prepared for this Project, and that these measures be made conditions of approval for the Project.

Recommended Mitigation Measure 4: BUOW Surveys

CDFW recommends assessing presence/absence of BUOW by having a qualified biologist conduct surveys following the California Burrowing Owl Consortium's "Burrowing Owl Survey Protocol and Mitigation Guidelines" (CBOC 1993) and CDFW's Staff Report on Burrowing Owl Mitigation" (CDFG 2012). Specifically, CBOC and CDFW's Staff Report suggest three or more surveillance surveys conducted during daylight with each visit occurring at least three weeks apart during the peak breeding season (April 15 to July 15), when BUOW are most detectable.

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Appendix A

Recommended Mitigation Measure 5: BUOW Avoidance

CDFW recommends no-disturbance buffers, as outlined in the "Staff Report on Burrowing Owl Mitigation" (CDFG 2012), be implemented prior to and during any ground-disturbing activities. Specifically, CDFW's Staff Report recommends that impacts to occupied burrows be avoided in accordance with the following table unless a qualified biologist approved by CDFW verifies through non-invasive methods that either: 1) the birds have not begun egg laying and incubation; or 2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival.

Location	Time of Year	Level of Disturbance		
		Low	Med	High
Nesting sites	April 1-Aug 15	200 m*	500 m	500 m
Nesting sites	Aug 16-Oct 15	200 m	200 m	500 m
Nesting sites	Oct 16-Mar 31	50 m	100 m	500 m

* meters (m)

Recommended Mitigation Measure 6: BUOW Passive Relocation and Mitigation

If BUOW are found within these recommended buffers and avoidance is not possible, it is important to note that according to the Staff Report (CDFG 2012), exclusion is not a take avoidance, minimization, or mitigation method and is considered a potentially significant impact under CEQA. However, if necessary, CDFW recommends that burrow exclusion be conducted by qualified biologists and only during the non-breeding season, before breeding behavior is exhibited and after the burrow is confirmed empty through non-invasive methods, such as surveillance. CDFW recommends replacement of occupied burrows with artificial burrows at a ratio of 1 burrow collapsed to 1 artificial burrow constructed (1:1) as mitigation for the potentially significant impact of evicting BUOW. BUOW may attempt to colonize or re-colonize an area that will be impacted; thus, CDFW recommends ongoing surveillance, at a rate that is sufficient to detect BUOW if they return.

COMMENT 3: American Badger

Issue: American badger have been documented near the Project site (CDFW 2020). Badgers occupy sparsely vegetated land cover with dry, friable soils to excavate dens, which they use for cover, and that support fossorial rodent prey populations (i.e. ground squirrels, pocket gophers, etc.) (Zeiner et. al 1990). The Project site may support these requisite habitat features. Therefore, the Project has the potential to impact American badger.

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Appendix A

Specific impact: Without appropriate avoidance and minimization measures for American badger, potentially significant impacts associated with ground disturbance include direct mortality or natal den abandonment, which may result in reduced health or vigor of young.

Evidence impact is potentially significant: Habitat loss is a primary threat to American badger (Gittleman et al. 2001). The Project has the expectation disturb annual grassland habitat. As a result, ground-disturbing activities have the potential to significantly impact local populations of American badger.

Recommended Potentially Feasible Mitigation Measure(s)

To evaluate potential impacts to American badger associated with the Project, CDFW recommends conducting the following evaluation of the Project sites, incorporating the following mitigation measures into the NOP prepared for this Project, and that these measures be made conditions of approval for the Project.

Recommended Mitigation Measure 7: American Badger Surveys

If suitable habitat is present, CDFW recommends that a qualified biologist conduct focused surveys for American badger and their requisite habitat features (dens) to evaluate potential impacts resulting from ground- and vegetation-disturbance.

Recommended Mitigation Measure 8: American Badger Avoidance

Avoidance whenever possible is encouraged via delineation and observation of a 50-foot no-disturbance buffer around dens until it is determined through non-invasive means that individuals occupying the den have dispersed.

II. Editorial Comments and/or Suggestions

Nesting birds: CDFW encourages that Project implementation occur during the bird non-nesting season; however, if ground-disturbing or vegetation-disturbing activities must occur during the breeding season (February through mid-September), the Project applicant is responsible for ensuring that implementation of the Project does not result in violation of the Migratory Bird Treaty Act or relevant Fish and Game Codes as referenced above.

To evaluate Project-related impacts on nesting birds, CDFW recommends that a qualified wildlife biologist conduct pre-activity surveys for active nests no more than 10 days prior to the start of ground or vegetation disturbance to maximize the probability that nests that could potentially be impacted are detected. CDFW also recommends that surveys cover a sufficient area around the Project site to identify nests and

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determine their status. A sufficient area means any area potentially affected by the Project. In addition to direct impacts (i.e. nest destruction), noise, vibration, and movement of workers or equipment could also affect nests. Prior to initiation of construction activities, CDFW recommends that a qualified biologist conduct a survey to establish a behavioral baseline of all identified nests. Once construction begins, CDFW recommends having a qualified biologist continuously monitor nests to detect behavioral changes resulting from the Project. If behavioral changes occur, CDFW recommends halting the work causing that change and consulting with CDFW for additional avoidance and minimization measures.

If continuous monitoring of identified nests by a qualified wildlife biologist is not feasible, CDFW recommends a minimum no-disturbance buffer of 250 feet around active nests of non-listed bird species and a 500-foot no-disturbance buffer around active nests of non-listed raptors. These buffers are advised to remain in place until the breeding season has ended or until a qualified biologist has determined that the birds have fledged and are no longer reliant upon the nest or on-site parental care for survival. Variance from these no-disturbance buffers is possible when there is compelling biological or ecological reason to do so, such as when the construction area would be concealed from a nest site by topography. CDFW recommends that a qualified wildlife biologist advise and support any variance from these buffers and notify CDFW in advance of implementing a variance.

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations (Pub. Resources Code, § 21003, subd. (e)). Accordingly, please report any special-status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDB). The CNDDB field survey form can be found at the following link: https://www.wildlife.ca.gov/Data/CNDDB/Submitting-Data. The completed form can be mailed electronically to CNDDB at the following email address: CNDDB@wildlife.ca.gov. The types of information reported to CNDDB can be found at the following link: https://www.wildlife.ca.gov/Data/CNDDB/Plants-and-Animals.

FILING FEES

If it is determined that the Project has the potential to impact biological resources, an assessment of filing fees will be necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying project approval to be operative, vested, and final (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089).

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CDFW appreciates the opportunity to comment on the Project to assist the County of San Luis Obispo Department of Planning and Building in identifying and mitigating the Project's impacts on biological resources.

More information on survey and monitoring protocols for sensitive species can be found at CDFW's website (https://www.wildlife.ca.gov/Conservation/Survey-Protocols). If you have any questions, please contact Jaime Marquez, Environmental Scientist, at the address provided on this letterhead, by telephone at (559) 243-4014, extension 291, or by electronic mail at Jaime.Marquez@wildlife.ca.gov.

Sincerely,

DocuSigned by:
Bob Stafford
5343A684FF02469...
Julie A. Vance
Regional Manager

Attachment
A. MMRP for CDFW Recommended Mitigation Measures

ec: Annette Tenneboe, Bob Stafford, and Cristen Langner; CDFW

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Appendix A

Literature Cited

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CDFW. 2020. Biogeographic Information and Observation System (BIOS). https://www.wildlife.ca.gov/Data/BIOS. Accessed May 28, 2020.

Gervais, J.A., D.D. Rosenberg, and L.A. Comrack. Burrowing Owl (*Athene cunicularia*) *in* Shuford, W.D. and T. Gardali, editors. 2008. California Bird Species of Special Concern: A ranked assessment of species, subspecies, and distinct populations of birds of immediate conservation concern in California. Studies of Western Birds 1. Western Field Ornithologists, Camarillo, California, and California Department of Fish and Game, Sacramento, California, USA.

Gittleman, J. L., S. M. Funk, D. MacDonald, and R. K. Wayne, 2001. Carnivore conservation. Cambridge University Press, Cambridge, United Kingdom.

Zeiner, D. C., W. F. Laudenslayer, Jr, K. E. Mayer, and M. White. 1990. California's Wildlife Volume I-III. California Department of Fish and Game, editor. Sacramento, CA, USA.

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Attachment 1

**MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)
FOR CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE
RECOMMENDED MITIGATION MEASURES**

**PROJECT: Templeton Dispatch Facility
SCH No.: 2020090201**

RECOMMENDED MITIGATION MEASURE	STATUS/DATE/INITIALS
Before Disturbing Soil or Vegetation	
Mitigation Measure 1: SWHA Surveys	
Mitigation Measure 3: SWHA Take Authorization	
Mitigation Measure 4: BUOW Surveys	
Mitigation Measure 7: American Badger Surveys	
During Construction	
Mitigation Measure 2: No-disturbance buffer	
Mitigation Measure 5: BUOW Avoidance	
Mitigation Measure 6: BUOW Passive Relocation and Mitigation	
Mitigation Measure 8: American Badger Avoidance	

Appendix B

Project Plans

Figure 1. Vicinity Ma

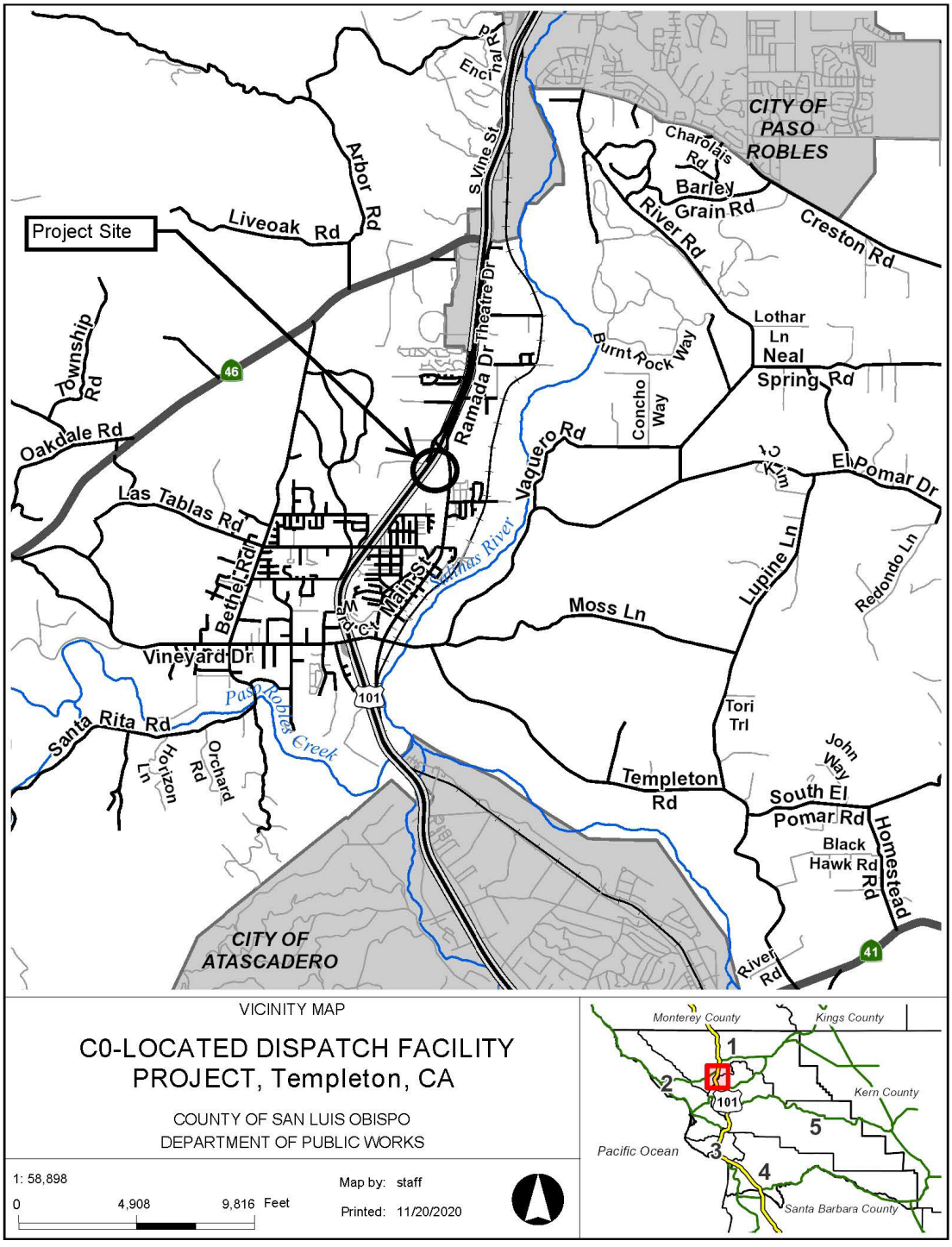


Figure 2. Project Area Map

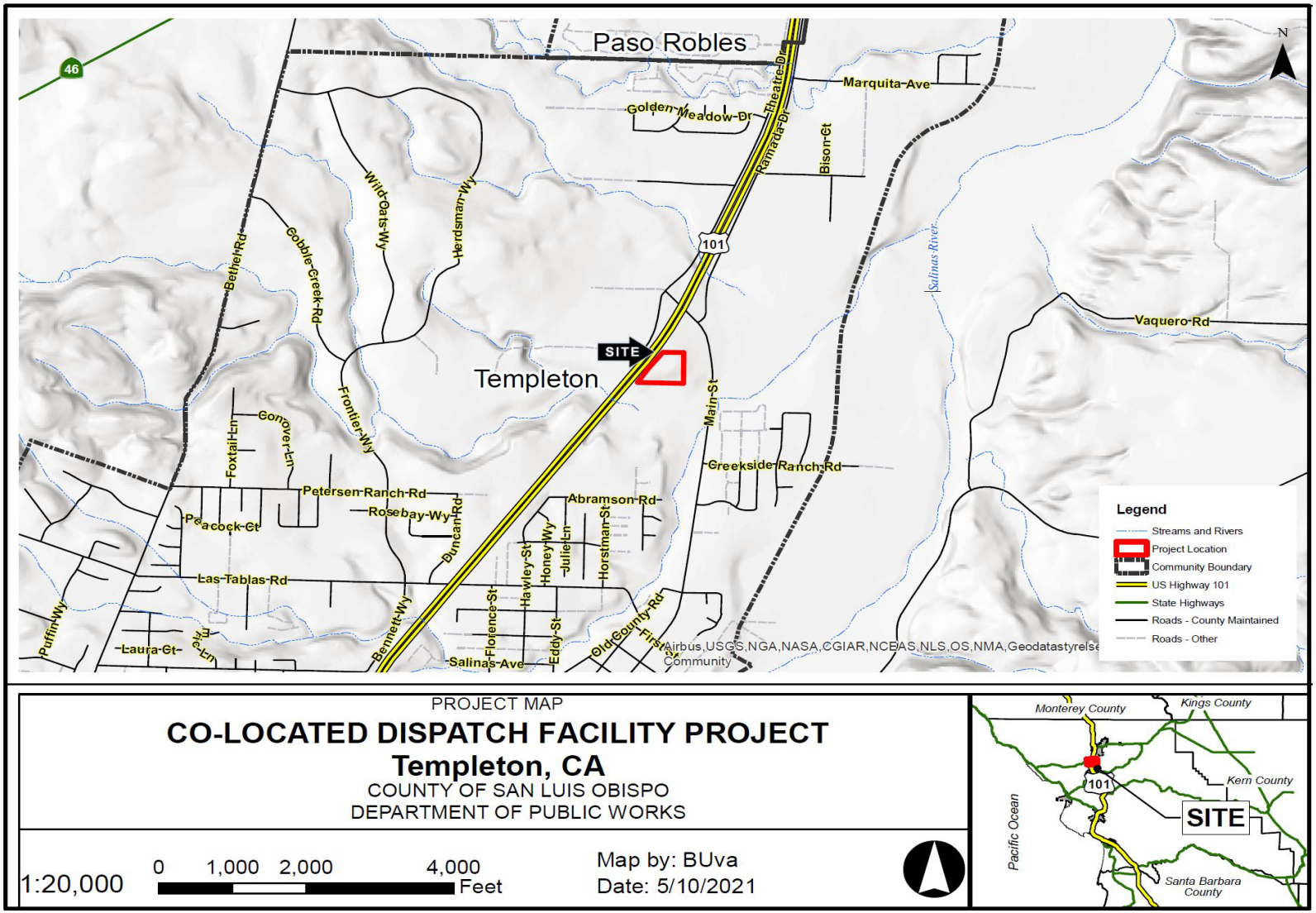


Figure 3. Land Use Category Map

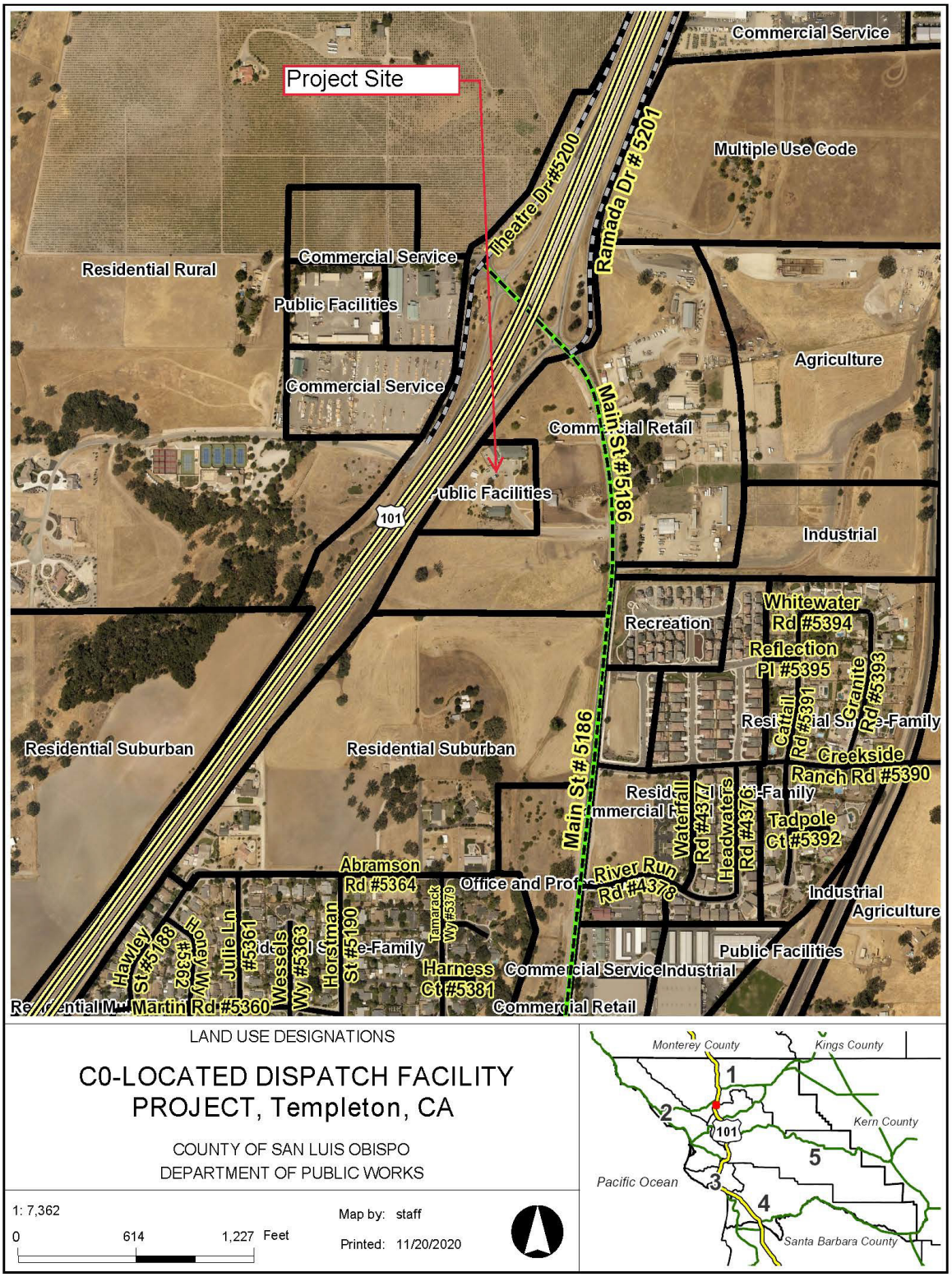
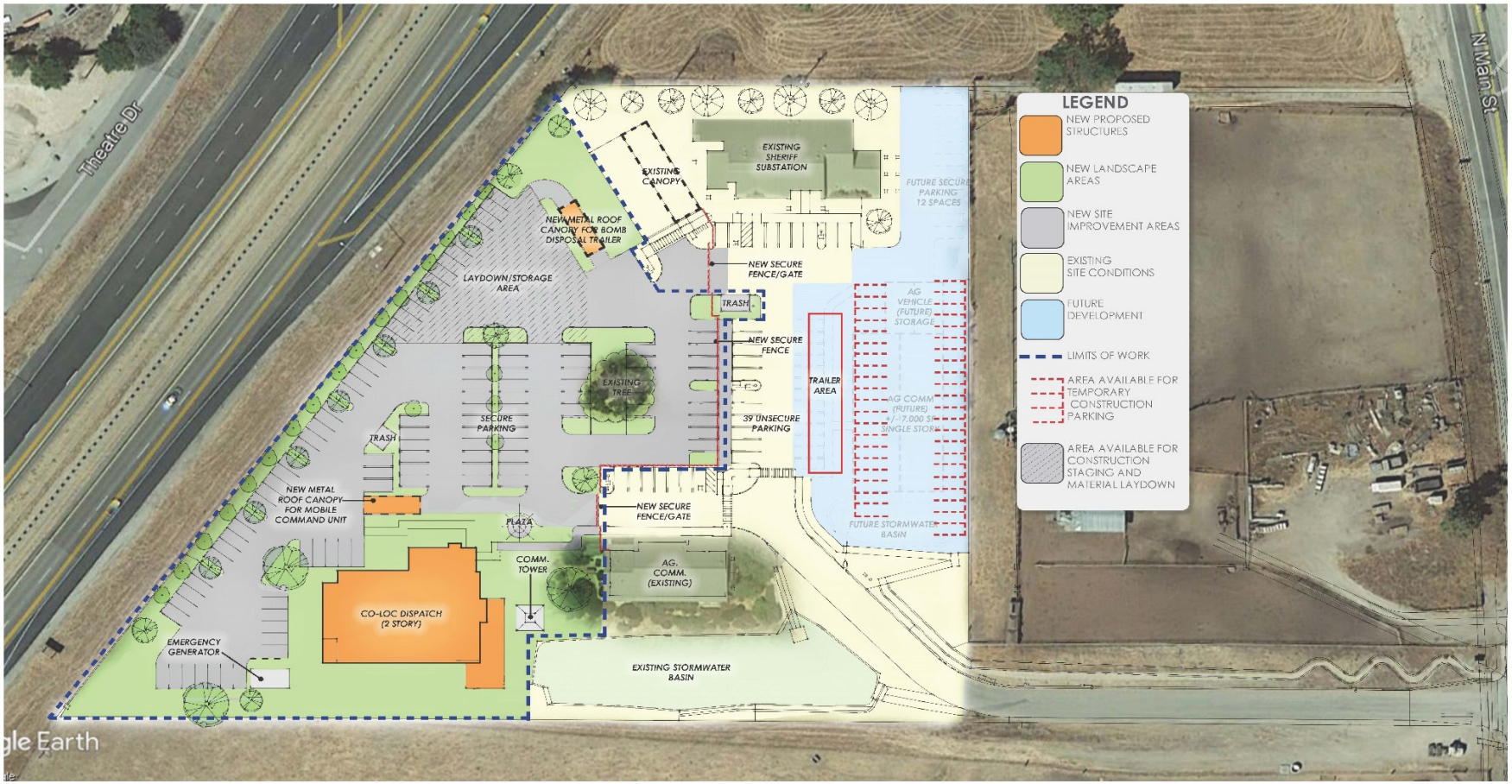


Figure 4. Conceptual Site Plan



COUNTY OF SAN LUIS OBISPO

SLO COUNTY FIRE AND SHERIFF
CO-LOCATED DISPATCH FACILITY

CONCEPTUAL SITE PLAN

THIS PLAN IS PRESENTED AS A DIAGRAM FOR SITE COMPONENTS. DBF SHALL DEVELOP FINAL SITE PLAN FOR REVIEW BY OWNER REPRESENTATIVES.

1" = 30'-0"

A1

#0778-01-C017 | 04.08.2021

VANIR

rrm design group

Appendix C

Visual Impact Assessment

Visual Impact Assessment for the County of San Luis Obispo Co-Located Dispatch Facility, Templeton, San Luis Obispo County, California

JANUARY 2021
REVISED MARCH 2021

PREPARED FOR

County of San Luis Obispo

PREPARED BY

SWCA Environmental Consultants

VISUAL IMPACT ASSESSMENT FOR THE COUNTY OF SAN LUIS OBISPO CO-LOCATED DISPATCH FACILITY, TEMPLETON, SAN LUIS OBISPO COUNTY, CALIFORNIA

Prepared for

County of San Luis Obispo
Public Works Department
976 Osos Street, Room 207
San Luis Obispo, CA 93408
Attn: Henry Bonifas

Prepared by

Robert G. Carr
CA. Landscape Architect 3473
and
Bill Henry, AICP, Director

SWCA Environmental Consultants
1422 Monterey Street, Suite C200
San Luis Obispo, CA 93401
(805) 543-7095
www.swca.com

SWCA Project No. 61974

January 2021
Revised March 2021

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1 INTRODUCTION

This study assesses visual impacts that may result from the proposed construction of a co-located dispatch facility located east of Highway 101, just south of the Main Street overcrossing in the unincorporated community of Templeton, San Luis Obispo County, California (refer to Figure 1). The purpose of this analysis is to determine if a change in the visual environment would occur, whether that change would be viewed as a positive or negative one, and the degree of any change relative to the existing setting. If the project has the potential to cause visual impacts, this study specifically defines those impacts.

This analysis focuses on the potential for the proposed project components to result in impacts on visual resources as seen from public locations and roadways. The baseline visual condition is analyzed, visual resources are identified, and a baseline scenic character is established. The analysis methodology evaluates the aggregate effect that the project may have on the overall visual character of the project site and surrounding landscape. If a change in character is identified, it is compared to viewers' expected sensitivity, and is reviewed for consistency with applicable County of San Luis Obispo (County) and State of California (State) planning policies. Levels of impact are determined according to California Environmental Quality Act (CEQA) definitions and guidelines and County Thresholds of Significance guidance.

2 PROJECT DESCRIPTION

This visual analysis is based on the following project description provided by the County (dated September 4, 2020). The County Public Works Department proposes to construct a Co-Located Dispatch Facility that includes the Sheriff's Office Dispatch Center (SODC) and the California Department of Forestry and Fire Protection (CAL FIRE) and County Fire Department's Emergency Command Center (ECC) to provide dispatching and emergency services throughout the unincorporated regions of the county, as well as within the seven incorporated communities. The proposed facility would be referred to as the Co-Located Dispatch Facility at North County Regional Center and is proposed to be located adjacent to the existing San Luis Obispo County Sheriff facility at 350–358 North Main Street in Templeton. The County-owned parcel (Assessor's Parcel Number [APN] 040-201-038) is approximately 5 acres in size with an access drive off North Main Street (refer to Figures 2 through 4). The project will be built to essential services requirements to provide uninterrupted communications for emergency services in the event of disaster or emergency.

2.1 Existing Facilities to Remain

The existing facilities on the site to remain include:

- Sheriff substation building;
- County Agriculture Commission building;
- Canopy-covered vehicle area;
- Stormwater basin; and
- Access drive and pedestrian walkway.

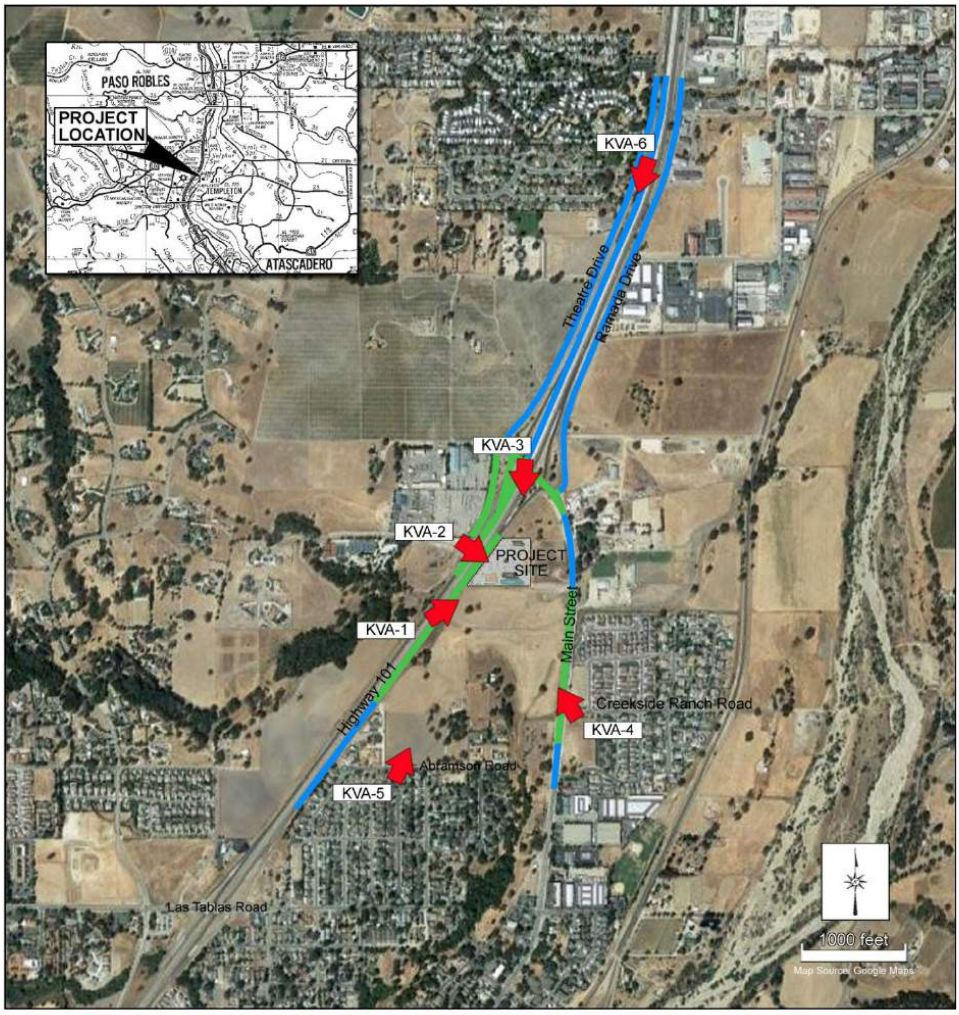


Figure 1. Project and Key Viewing Area location map.

2.2 Proposed New Facilities

Proposed new facilities to be configured around the existing facilities include:

- An approximately 16,000- to 20,000-square-foot, two-story Essential Services Emergency Dispatch facility;
- A 140-foot-high radio communications tower with radio dispatching, microwave, analog, and digital communications equipment;
- An approximately 7,000-square-foot, single-story Agriculture Commission Building and vehicle storage area (when complete, the existing Agriculture Commission building would be converted to alternative uses, such as office space);
- Expanded secure vehicle canopy area (covered storage area for Fire Mobile Command Center);
- Expanded secure and non-secure parking (approximately 64 spaces);
- Trash, recycling, and storage areas;
- Parking and building to be Americans with Disabilities Act (ADA) accessible;
- Supplemental stormwater treatment facilities, including detention basins and conveyance between basins;
- A perimeter security fence around all or part of the facility;
- Within-facility security fencing and access gates for secure parking areas;
- Audio and video monitoring;
- Extension of utilities within the parcel to service the new facilities;
- Emergency generator and backup power equipment;
- Fire hydrants and emergency services vehicle access;
- Optional outdoor break areas; and
- Landscaping.

A conceptual site plan is illustrated in Figure 2.

2.2.1 *Proposed Co-Located Dispatch Building*

The proposed Essential Services Dispatch building would provide 911 dispatching for all Sheriff, ambulance, and CAL FIRE in the county, and would house 20 to 30 full-time emergency dispatching staff. The building would include sheriff and fire dispatching centers, an information technology (IT) server and radio communications room/vault, staff offices, a secure armory, employee locker rooms, a kitchen and break area, a dormitory, an exercise room, a laundry room, equipment, restrooms, a delivery area, and storage areas (e.g., linens, emergency response supplies, bulk products for operations, janitorial supplies). The facility also includes an Expanded Dispatch Area for Regional County Office of Emergency Services coordination and disaster response.

A secure perimeter fence may be required around some or all of the facility. Typical security fences for such a facility consist of steel or wrought iron, approximately 8 feet high, with structures to impede pedestrian access through or over the fence. Lighted parking areas would be required for the dispatch facility operations staff. This would increase the amount of lighting from what is already at the site. Low-

impact lighting (e.g., fully shielded, downward facing) will be used if feasible to reduce nighttime glare and the intensity of nighttime lighting.

2.2.2 *Architectural Design*

The architectural design would be compatible with the historic character of Templeton in accordance with the Templeton Community Plan. As a preliminary approach, the building exteriors would be consistent with the existing buildings on the site, which have a light or cream-colored stucco exterior and low-profile green standing-seam metal roofs (Figure 3). Doors and windows are aluminum or steel and colored to match the green roofing elements. Alternatively, a modified architectural scheme could be developed in coordination with Templeton stakeholders.

2.2.3 *Tower*

The tower would be a grey galvanized steel, square lattice structure that has four legs and is self-supporting, and would be 140 feet high, approximately 19 feet wide at the base, and approximately 13 feet wide at the top (Figure 4). It would have a number of pieces of communications equipment attached, which will be on the order of 45 various antennae, including microwave dishes. The color of the dishes and antennas will most likely be white or gray.

Based on the tower height and distance to the nearest airport (Paso Robles Municipal Airport) and helipad (Twin Cities Community Hospital), Federal Aviation Administration (FAA) tower markings are not expected to be required. If they are required, they could include orange and white paint markings, white flashing or steady daytime lights, and/or flashing, steady, or air traffic-triggered red nighttime lights.

2.2.4 *Landscaping Plan*

A landscaping plan will be developed to enhance the aesthetics of the facility. This would include plantings along the perimeter of the facility to help soften and screen the view from Highway 101. The specific details of the landscaping plan will be determined based on the visual impact assessment (see Section 6.3, Mitigation Measure MM-2), measures determined to be necessary to comply with the Templeton Community Plan, and the selected perimeter fence design.

2.3 Construction Impacts

2.3.1 *Grading*

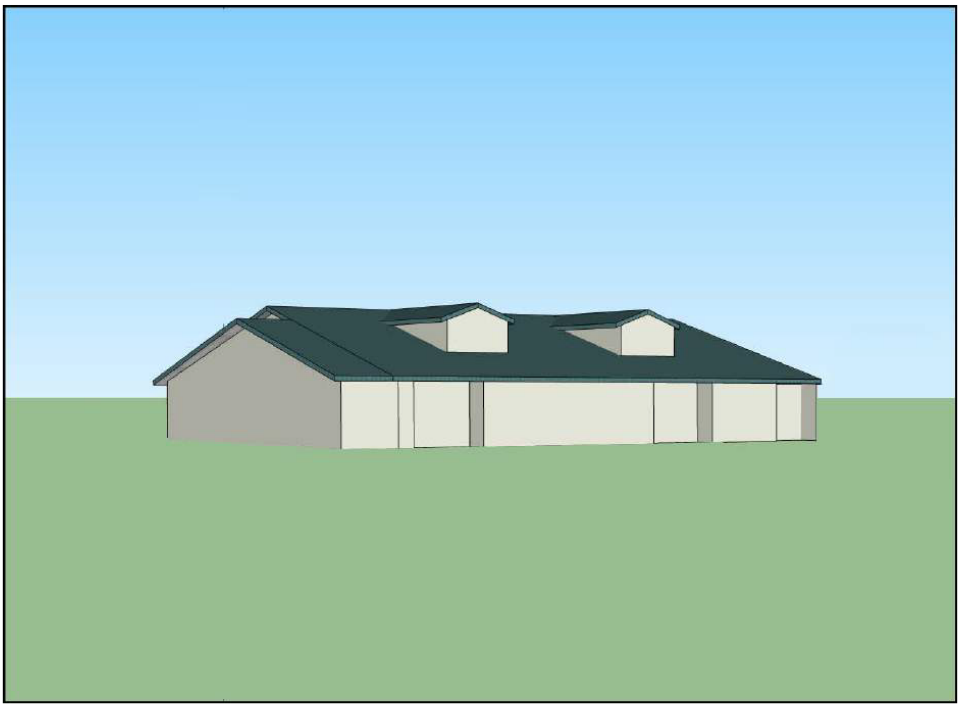
Construction impacts include the potential need to regrade much of the site around the existing buildings. This could include partial or complete removal of an existing hill (a spoil pile from prior site development activities) at the southwest side of the site. The hill currently functions as a partial visual screen along the view-corridor along Highway 101. It also serves a sound-dampening functioning for County staff using the site. The need to remove all or a portion of the hill will be determined.

2.3.2 *Clearing*

Construction impacts also include the potential need to clear or trim existing vegetation, including several mature trees in the interior of the site, and landscape plantings around the existing buildings and along the northwest border of the parcel. Trees removed for construction would be replaced as part of the facility landscaping plan.

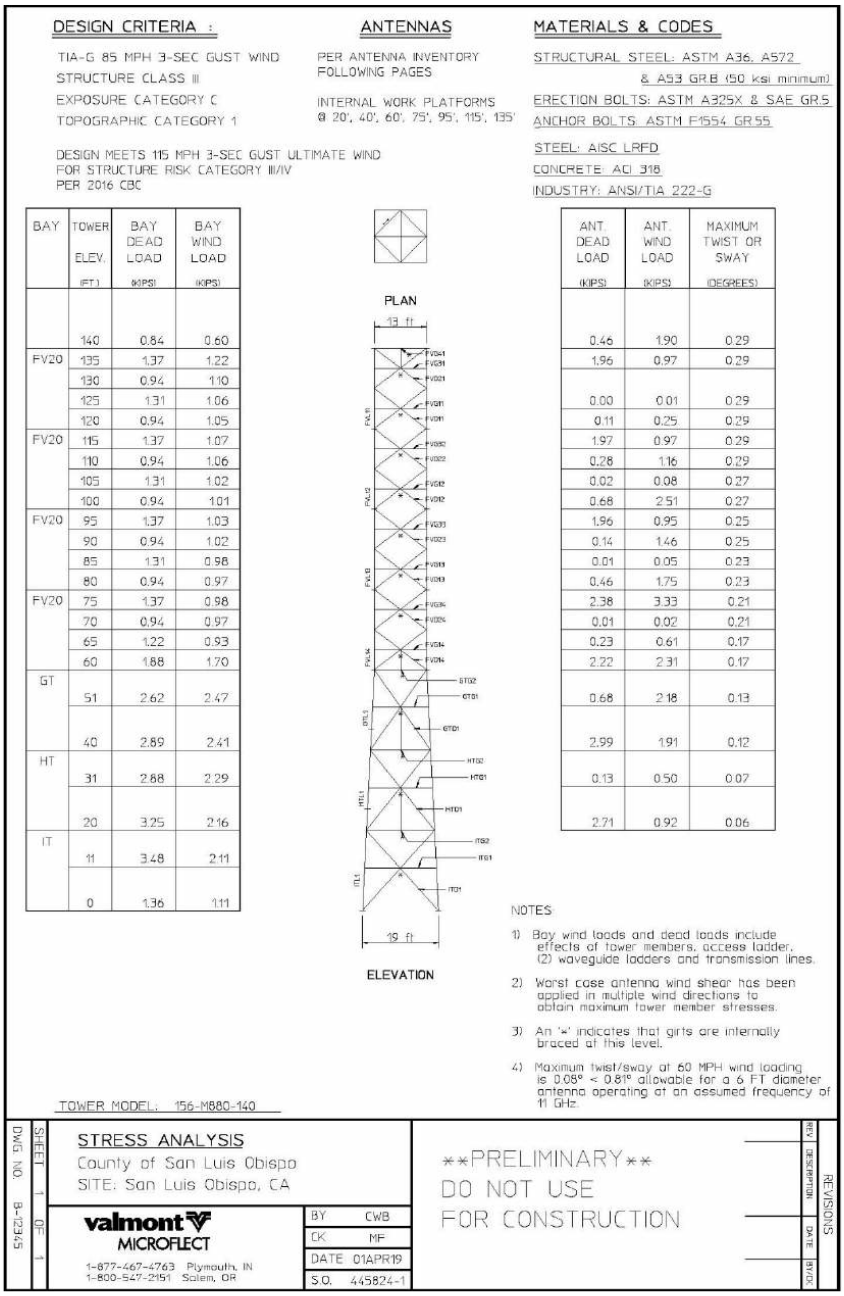


Figure 2. Conceptual site plan.



Note: This concept is subject to change based on program needs and community input.
Source: County of San Luis Obispo

Figure 3. Building form: preliminary concept.



DESIGN CRITERIA :

TIA-G 85 MPH 3-SEC GUST WIND
STRUCTURE CLASS III
EXPOSURE CATEGORY C
TOPOGRAPHIC CATEGORY 1

DESIGN MEETS 115 MPH 3-SEC GUST ULTIMATE WIND FOR STRUCTURE RISK CATEGORY III/IV PER 2016 CBC

ANTENNAS

PER ANTENNA INVENTORY FOLLOWING PAGES

INTERNAL WORK PLATFORMS @ 20', 40', 60', 75', 95', 115', 135'

MATERIALS & CODES

STRUCTURAL STEEL: ASTM A36, A572 & A53 GR.B (50 ksi minimum)
ERECTION BOLTS: ASTM A325X & SAE GR.5
ANCHOR BOLTS: ASTM F1554 GR.55
STEEL: AISC LRFD
CONCRETE: ACI 318
INDUSTRY: ANSI/TIA 222-G

BAY	TOWER ELEV. (FT.)	BAY DEAD LOAD (KIPS)	BAY WIND LOAD (KIPS)	ANT. DEAD LOAD (KIPS)	ANT. WIND LOAD (KIPS)	MAXIMUM TWIST OR SWAY (DEGREES)
	140	0.84	0.60	0.46	1.90	0.29
FV20	135	1.37	1.22	1.96	0.97	0.29
	130	0.94	1.10			
	125	1.31	1.06	0.00	0.01	0.29
	120	0.94	1.05	0.11	0.25	0.29
FV20	115	1.37	1.07	1.97	0.97	0.29
	110	0.94	1.06	0.28	1.16	0.29
	105	1.31	1.02	0.02	0.08	0.27
	100	0.94	1.01	0.68	2.51	0.27
FV20	95	1.37	1.03	1.96	0.95	0.25
	90	0.94	1.02	0.14	1.46	0.25
	85	1.31	0.98	0.01	0.05	0.23
	80	0.94	0.97	0.46	1.75	0.23
FV20	75	1.37	0.98	2.38	3.33	0.21
	70	0.94	0.97	0.01	0.02	0.21
	65	1.22	0.93	0.23	0.61	0.17
	60	1.88	1.70	2.22	2.31	0.17
GT	51	2.62	2.47	0.68	2.18	0.13
	40	2.89	2.41	2.99	1.91	0.12
HT	31	2.88	2.29	0.13	0.50	0.07
	20	3.25	2.16	2.71	0.92	0.06
IT	11	3.48	2.11			
	0	1.36	1.11			

PLAN

ELEVATION

NOTES

1) Bay wind loads and dead loads include effects of tower members, access ladder, (2) waveguide ladders and transmission lines.
2) Worst case antenna wind shear has been applied in multiple wind directions to obtain maximum tower member stresses.
3) An '*' indicates that girts are internally braced at this level.
4) Maximum twist/sway at 60 MPH wind loading is 0.08° < 0.81° allowable for a 6 FT diameter antenna operating at an assumed frequency of 11 GHz.

TOWER MODEL: 156-M880-140

STRESS ANALYSIS
County of San Luis Obispo
SITE: San Luis Obispo, CA

valmont MICROFLECT
1-877-467-4763 Plymouth, IN
1-800-547-2151 Salem, OR

BY CWB
CK MF
DATE 01APR19
S.O. 445824-1

PRELIMINARY
DO NOT USE
FOR CONSTRUCTION

DWG. NO. B-12345 SHEET 1 OF 1

REVISIONS

Figure 4. Communication tower: preliminary configuration.

2.4 Possible Future Build-Out on the Parcel

Potential future additions or improvements at the site:

- Construction of a new approximately 7,000-square foot, single story Agriculture Commission Building and vehicle storage area;
- Stormwater improvements required for new Agricultural Commission Building; and
- Conversion of the existing Agriculture Commission building to alternative uses, such as office space.

3 PROJECT SETTING

3.1 Regional Setting

Situated in northern San Luis Obispo County, the project site is located east of the Santa Lucia Mountain Range. This region is typified by rolling hills flattening out as they join the Salinas River east of Highway 101, the primary north/south transportation corridor on the Central Coast.

As seen from the Highway 101 near the project, low hills define the horizon in the distance to the east, with the Santa Lucia Mountains visible to the southwest, and low hills to the west. From the project site itself, views of these distant hillsides do not dominate the project site or the immediate vicinity. The natural landcover of the surrounding regional landscape is predominantly oak woodland and oak savanna, with riparian plant communities in the drainages and creeks.

In the vicinity of the project, Highway 101 is visible to the immediate west. The highway corridor in this area is sparsely landscaped and mostly includes ruderal grasses and occasional trees. The project site is located near the southeast quadrant of the Highway 101/Main Street overcrossing.

The project site is approximately 0.5 mile north of the Templeton central business district along Main Street. The visual context of the area is generally transitional, with both undeveloped and developed lands defining the scenery. Land immediately south of the project site is currently undeveloped and provides a visual separation between the community of Templeton and the city of Paso Robles to the north. Because of its location near the Highway 101/Main Street overcrossing, the project site is in an area defined in the Templeton Community Plan as a northern gateway to the community.

Existing land uses vary in the vicinity of the project site. The parcels immediately surrounding the project site are zoned Commercial Retail, as shown on the County zoning maps. A livestock business occupies the parcel immediately to the northeast of the project site. Undeveloped land is to the north, near the highway overcrossing. Immediately south of the project site is a ranch and pasture.

The surrounding area is a mix of rural and suburban uses. Directly across Main Street east of the project site are mixed low-density commercial developments and a few residences. Further to the south and east are established residential subdivisions. A lumber yard can be seen west of Highway 101 across from the project site. North of the Main Street overcrossing, local frontage roads parallel the freeway on both sides and support denser development, ranging from residential to large-scale commercial retail and industrial uses. The visual context along the Highway 101 corridor also includes some degree of commercial signage, occasional billboards, and lighting.

The rural visual character of the Highway 101 corridor in northern San Luis Obispo County is undergoing a gradual change as the construction of both commercial and residential development increases in the region. Within the last several years, new commercial and residential projects have been constructed which can be easily seen from both Highway 101 and Main Street and are part of the overall visual context of the area. Other existing larger-scale vertical utility elements are seen in the region. Electric transmission towers, approximately 170 feet tall, cross Highway 101 approximately 3 miles south of the project area and continue across the landscape to the south and east. An existing 65-foot radio tower is located at the California Highway Patrol station approximately 0.8 mile south of the project, adjacent to Highway 101. Athletic field lighting, 75 feet tall, is also visible at Templeton High School, approximately 1.7 miles south of the project along Highway 101.

The visual quality of the region is moderately high. Although existing development is present throughout much of the Templeton area, the natural environment, agricultural uses, and rural character are apparent and contribute to the overall visual character and quality. The Templeton Community Design Plan states: "Many residents consider Templeton the last place where one can enjoy such a wonderful natural environment with a small-town ambiance and pace associated with a bygone era."

3.2 Project Site

The project proposes to expand the uses of the North County Regional Center, which currently includes a County Sheriff station and County Agricultural Commissioner's office and a modular building temporarily occupied by CAL FIRE staff. The two permanent buildings are single-story, with tan-colored stucco exteriors. Metal standing-seam roofs are colored medium green. Architectural trim matches the color of the roofs. the CAL FIRE modular structure also includes a gable roof form, with light tan siding and a light brown shingle roof.

Other accessory structures are seen on-site. These include both wood-framed and metal carports, as well as storage buildings. Perimeter and cross-fencing are mostly a combination of post-and-wire and chain link, neither of which have a high degree of noticeability. Paved and unpaved parking areas are seen throughout the project site. Light poles are associated with the parking and secured areas of the Sheriff facility. Emergency equipment, boats and trailers are also visible elements associated with the site. Work vehicles are stored overnight, and staff personal vehicles are also present.

Somewhat informal landscaping is scattered throughout the project area. Two large oak trees are on-site—one in the parking area near the center of the site and one between the Sheriff station and the CAL FIRE building. In addition, there are multiple relatively mature oak trees on the parcel, including between buildings and parking areas and as part of the landscape plantings around the existing buildings.

Overall, the project site slopes slightly down toward the southeast and along the driveway connection to Main Street. The landform of the parcel is somewhat flat; however, an earthen berm approximately 5 to 15 feet in height parallels Highway 101 along the southwest corner of the site. The project site ranges in elevation from approximately 755 to 805 feet above sea level.

The existing North County Regional Center can be readily seen from much of the immediate area, including from Highway 101 and Main Street. The somewhat utilitarian function of the existing development is noticeable due to the generally institutional architecture, along with parked and stored emergency vehicles and equipment. The moderate scale and density of the existing development however is not inconsistent with the surrounding semi-rural visual character seen in the community and along Highway 101.

4 VISUAL ASSESSMENT METHODOLOGY

The findings of this study are based on multiple field visits conducted over several days between November 2020 and January 2021, including review of the entire site as well as the surrounding area. Resource inventories were conducted both on foot and from a moving vehicle. Existing visual resources and site conditions were photographed and recorded. Assessment of project elements was based on plans and descriptions provided by the County. Planning documents and previous studies relevant to the surrounding area were referenced to gain an understanding of community aesthetic values.

The project site was viewed from potential viewer group locations in the surrounding area. Representative viewpoints along Highway 101 and local roadways were identified for further analysis, based on dominance of the site within the view, duration of views, and expected sensitivity of the viewer group. Of those representative viewpoints, Key Viewing Areas (KVAs) were selected that best illustrate the visual changes that would occur as a result of the project (refer to Figure 1).

In order to establish the extent of potential project visibility, portable reference pylons and flags were positioned and moved throughout the project parcels. Reference flags established the correct scale and locations of computer modeling images, project elements, and also the extent of project visibility as it related to landform, vegetation, and other variables.

Photo-simulations were then prepared to quantify potential project visibility and to assess related visual effects. The project site was then field-reviewed to assist in determining possible mitigation measures. Images of the existing views from the KVAs as well as photo-simulations of the proposed project and the project with mitigation measures applied are included at the end of this report (Figures 5 through 21).

The basic form of structures shown in the photo-simulations are based on a conceptual design provided by the County (refer to Figure 3) and identified in the project description. It should be noted that the photo-simulations of the tower do not include all of the required attachments because the final list and configuration on the tower are still being developed. The color of dishes and antennas will most likely be white with some grey. There will be more attachments to the tower than depicted in the simulations; the preliminary equipment list includes roughly 45 attachments of various sizes and heights (Figure 4). There will also be bundles of antenna feedlines running the length of the tower (typically on one side of the tower) to connect each antenna. This is expected to increase the intrusive appearance of the tower, especially for close-up views depicted in simulations from KVAs 1 and 2.

The project proposes landscaping as part of the development. Detailed landscape plans are not available at the time of this study; however, the conceptual site plan (see Figure 2) and project description identify planting concepts. Vegetation shown in the simulations represents planting at approximately 7–10 years of growth.

4.1 State

4.1.1 *California Environmental Quality Act Guidelines*

The State CEQA Guidelines and the County Environmental Checklist state that a project would normally be considered to have a significant impact if it would:

a. Have a substantial adverse effect on a scenic vista;

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;

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

d. Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area.

4.2 Local

The CEQA aesthetics guidelines require consideration of zoning or other regulations regulating scenic quality. There are a number of County and regional plans and regulations potentially applicable to the project. These include the County General Plan, North County Area Plan, Templeton Community Plan, Templeton Community Design Plan, and County standards contained in Title 22 of the County Code.

According to County staff, the Department of Public Works is exempt from the requirements of Title 22 but strives to adhere to the spirit and intent of these plans in project design. The most relevant aesthetic guidance for the project site is contained in the Templeton Community Plan. That plan includes site planning goals that are specific to the project parcel, which is referred to as a "*Regional Government Center Site" that would provide regional public facilities, a court, and county offices."*

In regard to aesthetics, the plan states: *"The north county regional center site is located on a highly visible hill adjacent to Highway 101. Any development should serve as a landmark at the northern entrance to the community. Building architecture would be appropriate that is exemplary of civic functions within the historic context of Templeton. It should be complemented by landscaping, with special attention to setbacks from the highway to partially buffer views."*

The following policies, ordinances, and goals serve as indicators of potential sensitivity to changes in the visual environment for purposes of assessing visual impacts associated with implementation of the project.

4.2.1 *Templeton Community Plan*

4.2.1.1 4.5 TEMPLETON LAND USE CATEGORIES

4.2.1.1.1 Public Facilities

Existing public facilities include the Templeton Community Services District office, district fire station, a future north county regional center site at North Main/Highway 101, the Veterans Memorial Building at Main and Eighth Streets, and the post office on North Main Street. The Templeton Unified School District provides kindergarten through 12th grades at their present location north and south of Vineyard Drive on Main Street. A new elementary school on Vineyard Drive has been completed. Additional public facilities include the California Highway Patrol Station at Highway 101 and Las Tablas Road and Twin Cities Hospital on Las Tablas Road.

The north county regional center site is located on a highly visible hill adjacent to Highway 101. Any development should serve as a landmark at the northern entrance to the community. Building architecture would be appropriate that is exemplary of civic functions within the historic context of Templeton. It should be complemented by landscaping, with special attention to setbacks from the highway to partially buffer views.

4.2.2 *Templeton Community Design Plan*

This document serves as a guide for the design of all new commercial, residential, and industrial development on land within the Templeton Urban Reserve Line. The Design Guidelines are intended to inform and guide property development in Templeton so that the form and character of the overall community is protected and enhanced. The plan addresses issues such as architecture, site planning, circulation, and overall community character. The stated purpose is to ensure that every new development will carefully consider the community context in which it takes place and make a conscientious effort to develop a compatible relationship to the natural setting, neighboring properties, and community design goals.

As an indicator of potential viewer sensitivity to visual change, the introduction to the Design Plan states:

> Templeton residents speak clearly, with strong consensus, about their affection for the community's natural setting, historic Main Street, and the quality of life they make possible. Concern over recent subdivisions on the "west side" of the Highway 101 freeway and how the design reflects an urbanized "generic" look are also voiced with the same strong conviction. The citizens of Templeton feel strongly about the need for the community to protect its special historic character and maintain a sense of continuity between the newer, emerging west side and the established, historic east side. It is clear that the community wishes to avoid the haphazard urban development common to other growing communities and to preserve the town's historic community character.

4.2.2.1 E. NON-RESIDENTIAL SITE PLANNING – OUTSIDE OF DOWNTOWN

Outside of Templeton's Central Business District, there are several commercial, office and industrial areas that have the greatest potential for non-residential growth. Each area has unique characteristics. The areas include:

> **North Main Street:** Entry to the downtown with rolling hills, Toad Creek floodplain, scattered oaks and prominent vacant sites along the 100 foot Main Street right-of-way. Development should have more open space and setbacks as one leaves the downtown, to create a transition and sense of entry to the core downtown area.

Development should locate buildings to act as a gateway and to attract daily convenience shopping. Careful attention to protecting prominent site features will be required in this area. In general, site coverage for all non-residential developments should be moderated in favor of leaving open areas that contain prominent natural features and steeper slopes. Existing undeveloped properties within the viewshed of Highway 101 should develop with generous open areas and large interior landscaping screens, with a serious attempt to retain the existing suburban/rural qualities of the viewshed.

4.2.3 *County Design Guidelines*

This document prepared by the County Planning and Building Department consists of "design objectives, guidelines, and examples that will help retain and enhance the unique character of the unincorporated communities and rural areas of San Luis Obispo County." Part II, Heading 4, *Commercial Development Outside of Downtowns* includes design objectives that apply to the project site. Included in the section are the following objectives:

> C-4 – Commercial buildings outside downtowns should have interesting roof shapes and interrupted parapet lines, avoiding the monotony of long, flat parapet roofs.

C-5 – Mechanical equipment on commercial buildings should be located so that it is visually unobtrusive.

C-6 – Commercial project should include landscaping that adds a natural or suburban character, provides shading and screening of parking areas.

5 PROJECT VISIBILITY

With reference pylons in-place, field reviews were conducted to identify the extent of site visibility from public roadways. As a result, it was discovered that Highway 101 and North Main Street would have the greatest number of potential viewers of the project. Throughout the following section, please refer to Figure 1 and Figures 5-21. The viewing distances discussed below and shown in Figure 1 identify the approximate limits of visibility from where the tower becomes reasonably perceptible in the landscape. It should be noted that because of the communication tower's height, it has the potential to be seen from great distances. The tower may be seen from locations outside of the visibility limits identified below. However, for the most part, these viewing locations are so distant that although technically visible, the tower would not be noticeable in the distant landscape, nor would it affect the character of the visual environment.

5.1 Highway 101

An average of approximately 60,000 vehicles per day pass the project site on Highway 101 (California Department of Transportation [Caltrans] 2017]). Views of the proposed tower would be available along an approximately 1.5-mile section of the highway (refer to Figure 1). Traveling in the northbound direction, the tower would first come into view just north of the Las Tablas Road undercrossing, at a viewing distance of approximately 0.6 mile. The proposed buildings and other project improvements would not be seen until a point further north, at approximately 0.4 mile from the site. From these vantage points on Highway 101, the tower would be seen against the distant hills to the northeast and would extend well above the primary horizon line.

Traveling in the southbound direction the communication tower would first become visible at a distance of approximately 1 mile. From this distance, views of the proposed buildings would be mostly blocked by intervening development, including the Main Street overcrossing bridge. Where visible, the proposed buildings would be difficult to distinguish from the existing development of the North County Regional Center. Heading further southbound on Highway 101, south of the overcrossing, the entire project would become visible. From these vantage points the tower would interrupt views of the hills to the southeast.

As seen from viewpoints on Highway 101 perpendicular to the project, the proposed improvements would be readily seen at a distance of as close as 80 feet. The communication tower would be seen from a viewing distance of approximately 270 feet. From these closer locations the tower would dominate the view to the east. Removal of the existing earthen mound from the southwestern side of the parcel would open-up views to both the existing and proposed development. From this vantage point views of the eastern hills are somewhat blocked by existing development and the earthen berm. Construction of the project would continue the partial blockage of views to the eastern hills.

5.2 North Main Street

From North Main Street, the project would primarily be seen from the Highway 101 overcrossing and from the northbound lane north of the downtown area. As seen from the overcrossing, both the

communication tower and the new buildings would be visible to the southeast. The tower would dominate the view from the overcrossing and would be noticeable extending above the distant ridgeline. The proposed buildings would also be easily visible among the existing development.

Along northbound North Main Street the project would first come into view at a distance of approximately 0.5 mile. Both the tower and the proposed buildings would be seen along Main Street up until a point somewhat perpendicular to the project driveway. At that point visibility of the tower would remain but views of the buildings and other site improvements would be mostly obscured by topography and roadside development. As seen from North Main Street the tower would be easily seen against the sky and would be viewed against the distant hills to the north. The project would not be visible from the Templeton central downtown area.

5.3 Other Locations

The communication tower would be seen from the southbound lanes of both Theatre and Ramada Drives, north of the Main Street overcrossing, as well as from several of the connecting roads in that area. From these northern viewpoints the tower would be the only visible element of the project. The proposed buildings and other site improvements would be visually blocked by surrounding development and topography.

The tower would be seen from the residential areas southeast and south of the project. From most of the streets that serve these neighborhoods, only the tower would be visible. From streets closest to the project on the perimeters of these developments, the new buildings would also be seen. Where visible, the new buildings would be somewhat visually intermixed with the existing site elements.

The project would also be visible from residential areas west of Highway 101. The uppermost portion of the tower would be seen from some of this area, although the buildings would have limited to no visibility. Most of these viewpoints would be a mile or more from the project site. Champion Road, directly across the highway from the project, would have direct views at a distance of as close as 500 feet. From most of these potential viewing areas the distance combined with surrounding landform, development and mature vegetation would substantially reduce noticeability of the project. Where visible, because these western viewpoints are somewhat elevated, the eastern hills can be seen as a backdrop to the project area. A seen from these locations, the tower would extend above the horizon and would interfere with the visual quality of the distant hills.

The communication tower would also be seen to some degree from local roads outside of Templeton, east of the project site. Traveling west on El Pomar Road (which generally runs in an east-west direction to the east of the project site, on the east side of the Salinas River), glimpses of the tower and buildings would be visible at a distance of approximately one mile, but because of the varied topography, mature vegetation, and distance, the project would not be easily noticed in the larger landscape. East of the project site, the tower would also be visible to Amtrak passenger trains at a viewing distance of approximately 0.5 mile. The communication tower would also be visible from Amtrak passenger trains on the Union Pacific Railroad tracks approximately 0.5 mile east of the project site.

6 VISUAL IMPACT ANALYSIS

The analysis and subsequent determination of impacts is based primarily on a comparison of the proposed project with the visual character and quality of its setting and surrounding vistas. The project site is clearly visible from portions of Highway 101, Main Street, and other well-traveled roadways in the area.

The analysis considers both the semi-rural visual character of the surroundings and the existing development as part of the visual baseline. This includes the on-site development as well as the development along Highway 101, and the existing residential and commercial areas along Main Street. Some of these existing developments are visually consistent with the semi-rural setting, and others contrast with the surrounding context and have a negative effect on the visual quality of the area.

In determining levels of impact, this study also compares the proposed project to the specific visual resource goals of the County. When the stated goals demonstrate that a high degree of value is placed on the visual environment, the standards to which the project must be compared are equally high. As a result of the somewhat rural character of the larger setting and its location as a primary gateway to the community, combined with an awareness of scenic quality as reflected in County planning policy, it is anticipated that community and viewer sensitivity to visual changes are moderately be high. Throughout the following section, please refer to Figures 5-16.

6.1 The Project's Effect on Scenic Vistas

Scenic vistas are generally defined as high-quality views displaying good aesthetic and compositional value that can be seen from public viewpoints. If the project substantially degrades the scenic landscape as viewed from public roads or from other public or recreation areas, this would be considered a potentially significant impact on the scenic vista. Although there are no formally designated scenic vistas or scenic roadways in the project vicinity, views that meet the general criteria of a scenic vista related to the viewing experience associated with this project include distant views of the Santa Lucia Mountains to the south as well as the surrounding foothills to the north, west and east. Scenic vistas in the area often include views of rural agricultural land and patterns of natural vegetation.

From most viewpoints surrounding the project, scenic vistas are generally of moderate or moderately high quality. Some scenic vistas in the area are somewhat compromised by viewing distance combined with scattered development seen in the fore and mid-ground. Other vertical utility structures such as the electric transmission towers north of Atascadero and the Templeton High School field lights adversely affect the quality of the existing scenic vistas as seen from Highway 101, but not to the extent that the proposed communication tower would, due to its scale and proximity to public viewpoints.

6.1.1 *Communication Tower*

Because of its height, from most viewpoints the communication tower would be seen silhouetting above the horizon and against the scenic hillside backdrop. Although from some viewpoints the tower would occupy a small percentage of the visible landscape, its exceptional height and contrasting forms would increase noticeability. The proposed galvanized grey metal and lattice construction would help the tower somewhat visually blend with the background sky; however, the number and various forms of the approximately 45 attached antennae, microwave repeaters, brackets, cables, and other equipment would substantially reduce the visual benefits of the tower's neutral grey color and lattice framework.

Because of the tower's height and cluttered profile, the project would be seen from a wide area, and would often interrupt views of the scenic hillside backdrop and extend above the primary ridgeline. Due in great part to the proximity to Highway 101, this visual effect would be readily experienced by large numbers of the public. Although as viewed from more distant vantage points the tower would be relatively narrow in the larger panorama, its unique appearance would distract from the surrounding vistas.

6.1.2 *Buildings and Other Site Features*

The proposed buildings and other site features would have only a minimal effect on the surrounding scenic vistas, and most of these project elements would not substantially interfere with views of the surrounding hills. The proposed dispatch building would somewhat block views as seen from Highway 101 adjacent to the project site, however this effect would basically replace the existing view blockage caused by the existing earthen berm.

Impact 1 **The height and location of the communication tower would cause it to be seen extending above the horizon line and interfering with hillside views from many public viewpoints in the surrounding area. As a result, the project would result in an adverse visual impact to the existing scenic vista.**

Mitigation

MM-1 ***Tower profile****: The tower shall be designed and constructed to minimize its visible profile. The communication tower shall include the following:*

a. All antennas, microwave dishes and other equipment shall be attached as close as possible to the tower frame.

b. All conduit, cable, cable trays and chases shall follow the tower frame and be placed to reduce visibility as much as possible.

Residual Impacts (Tower Profile)

Measures identified in MM-1 would slightly reduce the visual profile of the communication tower, however the tower structure would still extend above the ridgeline and adversely affect views of the background hills, resulting in significant unavoidable impacts to existing scenic vistas (CEQA Class I).

6.2 The Project's Effect on Specific Scenic Resources as seen from the State Scenic Highway

Although this CEQA threshold does not apply because the project is not within the view corridor of any Officially Designated State Scenic Highway, there are no rock outcrops or historic buildings on the project site. Scenic resources on the site consist of native trees, for which project impacts are discussed in Section 6.3.

6.3 The Project's Effect on the Existing Visual Character and Quality of the Site and its Surroundings

Project related actions would be considered to have a significant impact on the visual character of the site if they altered the area in a way that substantially changed, detracted from, or degraded the visual quality of the site or was inconsistent with community policies regarding visual character. The degree to which that change reflects documented community values and meets viewers' aesthetic expectations is the basis for determining levels of significance. Visual contrast and compatibility may be used as a measure of the potential impact that the project may have on the visual quality of the site. If a strong contrast occurred where project features or activities alter and dominate the landscape setting, this would be considered a potentially significant impact on visual character or quality of the site.

Project components that are not subordinate to the landscape setting could result in a significant change in the composition of the landscape. Consideration of potential significance includes analysis of visual character elements such as land use and intensity, visual integrity of the landscape type, and other factors.

The existing visual character of the project site and its surroundings is a product of both built and natural elements. The parcel itself is of moderate visual quality, primarily due to its developed character, including a varied combination of permanent and temporary structures, vehicle storage, equipment, and parking. The existing mature oak trees are the primary important visual resources on the property. Mature native trees will be maintained on the site to the extent feasible. Those that are removed for the project will be replaced as part of the landscaping plan.

6.3.1 *Communication Tower*

It is anticipated that because of the emerging built visual character of the Highway 101 corridor between the cities of Atascadero and Paso Robles, further development of the project site would not be unexpected to many viewers. This anticipated viewer expectation however does not include the construction of a 140 foot tall communication tower. Although the sight of utilities and other communication facilities are not uncommon in rural areas, the scale of the project tower and its close proximity to public roadways, including Highway 101, would make it visually unique and substantially more noticeable.

The communications tower would be seen along an approximately 1.5 mile portion of Highway 101, as well as from many public and private viewpoints in the surrounding region. The untreated galvanized lattice tower structure material would somewhat blend with the background sky, particularly during overcast or cloudy days. Although the basically gray color of the tower may somewhat blend with the sky under certain circumstances, the tower would most often contrast with the background due to it being in a shaded or a reflective condition. When seen in shade (primarily from northern-oriented viewpoints) the tower elements would appear darker than the background, and when seen from southern-oriented viewpoints, the tower would be reflective and lighter than the background sky. The whitish-colored antennas, dishes and other attached equipment would be even more visible and would increase noticeability of the structure.

The proposed communication tower would likely be one of the more noticeable and identifiable visual elements along the Highway 101 corridor in San Luis Obispo County. Other existing vertical utility structures such as the electric transmission towers north of Atascadero and the Templeton High School field lights currently degrade the visual quality as seen from Highway 101. Because of its closer viewing location and larger stature, the proposed communication tower would have a greater visual impact than these other existing utility structures. The tower structure would visually dominate the project site as well as the identified community gateway setting. The proposed approximately 45 antennae and supporting elements would intensify the visual clutter and utilitarian appearance of the facility.

No measures are identified that would effectively reduce the communication tower's adverse visual effect caused by its unique height, inherent utilitarian character, and close proximity to public viewing areas.

6.3.2 *Buildings and Other Site Features*

Increased development of the project site in terms of the new buildings and parking areas would likely not be unexpected to many casual observers. The project's proximity to a major highway overcrossing (Highway 101 and Main Street) may also add to the perception by some members of the public that the new buildings and other site features (other than the tower) are a logical land use for the site.

The non-tower portions of the project would be visible from the immediately adjacent portions of Highway 101 and Main Street, and from farther distances on portions of other local roadways. The project would be visible as an expansion of the existing site development and would be designed to have a comparable appearance and to conform to the Templeton Community Design Standards. Designation of the parcel as the North County Regional Center in the Templeton Community Plan establishes the expectation that the parcel would be used for additional development.

The project description defines the aesthetic concept as being consistent with the existing buildings on the site, with a light or cream-colored stucco exterior and low-profile green standing-seam metal roofs. In general, this architectural concept would be visually appropriate and would help unify the appearance of the site. The general scale and massing of the proposed buildings would not be inconsistent with existing development in urban areas along the Highway 101 corridor or within the Templeton community. Overall, the site would appear more urban, but (other than the proposed tower) would not be out of character with semi-developed visual context. This increase in urban appearance would be reinforced by the additional parking lots and associated vehicles. The proposed eight-foot tall security fencing would also add to the institutional appearance of the site.

By itself, visibility of the proposed buildings and other site features (other than the tower) would result in a less-than-significant visual impact. Although the new development would increase the institutional appearance of the site, the buildings and other site features (other than the tower) would likely adhere to the aesthetic guidelines of the Templeton Community Plan. A conceptual planting plan is shown in Figure 2 and defined in the project description as including plantings along the perimeter of the facility to help soften and screen the view from Highway 101.

The final landscape plan would be reviewed by the County to ensure that it provides shading and separation of parking spaces, and a screening function to buffer the views of the non-tower portions of the project for travelers on Highway 101. As currently shown in the Conceptual Site Plan (Figure 2), screening along Highway 101 would consist of a single row of undefined plants at approximately 25 feet on-center along the perimeter fence line, with a parallel planting of parking lot trees spaced approximately 50 feet apart. Without information regarding plant species and container sizes, the effectiveness of vegetative screening is not fully known. However, based on the plant spacing and configuration as currently shown on the Conceptual Site Plan, it is likely that the proposed landscaping would only partially screen the project from Highway 101. In addition, no screen planting is identified along the southern perimeter of the site, which would allow full view of the project from important public viewpoints. Adherence to the aesthetic guidelines of the Templeton Community Plan would partially "buffer" views of the project but would not sufficiently reduce the overall institutional/industrial appearance of the project or the visual impacts as seen from surrounding public viewpoints. Although visibility of the new buildings and other site features (other than the tower) by itself would result in a less-than-significant visual impact, increased vegetative screening of the buildings and other site features (as identified in Mitigation Measure MM-2 below) would effectively reduce the aggregate built appearance of the facility. The aesthetic benefits of Mitigation Measure MM-2 are also shown in photo-simulations Figures 7, 10, 13, 16, and 19. Although screening the buildings would not block views of the tower, such planting would reduce the overall developed character of the site, benefitting the visual quality of the site and its surroundings.

Impact 2 **The development would be highly visible from Highway 101, Main Street, and other local roadways. The landscaping shown in the Conceptual Site Plan and adherence to the visual buffering goal of the Templeton Community Plan would provide inadequate visual screening and would increase noticeability of the aggregate institutional, utilitarian character of the project, resulting adverse impacts.**

Mitigation

MM-2 ***Screen Planting****: The project shall include a vegetative screen planting plan designed to substantially screen views of the buildings, parking areas and other site features as seen from Highway 101, North Main Street, and the surrounding community :*

a. Screen planting shall be placed continuously along the northern, western, and southern perimeters of the project site.

b. Screen planting shall achieve a minimum 80 percent screening of the proposed and existing buildings, parking and storage areas, and other site features as seen from Highway 101 and North Main Street within ten years of completion of construction. This visual screening criteria may be achieved through implementation of some or all of the following best practice concepts as appropriate:

- *Evergreen plant species provide year-round visual screening.*
- *Multiple planting rows provides screening redundancy in the event that plants die.*
- *Planting in random-appearing groups creates a less formal look more consistent with the rural character of the community.*
- *A combination of trees and shrubs provides varied elevations, and better screening of buildings and lower elements such as parking lots.*
- *Larger plant stock reduces the length of time to achieve beneficial visual screening.*

MM-3 ***Perimeter Fencing****: The project shall include perimeter fencing designed to minimize the project's institutional appearance and complement the building architecture. All perimeter fencing for the project shall conform to the following:*

a. Perimeter security fencing shall be wrought iron or similar.

b. Perimeter security fencing shall be the minimum height required to achieve safety requirements.

c. All metal perimeter fencing shall be colored or coated black.

d. If chain-link fencing is required, it shall not exceed 6 feet in height and shall not include barbed or razor wire.

e. If chain-link perimeter fencing is required, it shall include wood-colored vertical slats.

Residual Impacts (Screen Planting and Perimeter Fencing)

With implementation of mitigation measures MM-2 and MM-3, impacts related to visual quality and character caused by visibility of the new buildings, parking lots and storage areas would be considered significant but mitigable (CEQA Class II).

Impact 3 **Because of the visual dominance of the tower and its industrial-utilitarian appearance, the project would result in a significant and unavoidable visual impact to the visual quality and character of the project site and its surroundings.**

Mitigation

No feasible mitigation or project alternative is identified at the project site that would reduce the adverse visual impact of the tower to a less-than-significant level.

Residual Impacts (Communication Tower)

The visual dominance of the tower and its highly noticeable industrial appearance and visual contrast would result in significant unavoidable impacts to the visual quality and character of the project site and its surroundings (CEQA Class I).

6.4 Project Light or Glare Affecting Day or Nighttime Views in the Area

The project would result in a significant impact if it subjected viewers from public roads or residences to a substantial amount of new point-source lighting visibility at night, or if the collective lumination of the project resulted in a noticeable spill-over effect into the nighttime sky, increasing the ambient light over the region.

The existing County facility includes lighting for buildings and the parking areas. In addition, freeway lighting is seen adjacent to the project site and at the North Main Street overcrossing. Residential street lighting is also found in the nearby neighborhoods.

6.4.1 *Communication Tower*

As identified in the project description, FAA tower lighting is not expected to be required. However, if tower lighting is required, it could include white flashing or steady daytime lights, and/or flashing, steady, or air-traffic-triggered red nighttime lights. The inclusion of lights at the top and possibly other locations on the tower would be potentially seen from great distances. providing visual evidence of the development during the dark, and potentially reducing enjoyment of the night sky.

Impact 4 **Communication tower lighting would be seen from great distances and would make the exceptional height of the tower noticeable during the nighttime hours, interrupting views of the night sky from the surrounding community and resulting in adverse visual impacts**

Mitigation

MM-4 ***Communication Tower Lighting:*** *The project shall include a lighting plan designed to minimize lighting on the communication tower. Detection Lighting Systems (ADLS) shall be used to reduce nighttime tower lighting impacts as allowed by the appropriate regulatory agencies.*

Residual Impacts (Tower Lighting)

Lighting of the tower would result in significant unavoidable lighting and glare impacts (CEQA Class I).

6.4.2 *Buildings and Other Site Features*

At the time of this report, no specific information has been provided regarding outdoor lighting proposals, although it is assumed that exterior lighting will be included as part of the project. The project's proximity

to public roadways would increase the potential for visibility of additional night lighting. Unshielded light sources or bright-lights reflected on exterior walls could result in potential visual impacts. Required security lighting, and other parking, and pedestrian areas may result in highly visible illumination as seen from Highway 101, North Main Street, and the surroundings.

Impact 5 **New exterior lighting of buildings and other outdoor spaces would be seen from Highway 101, along North Main Street, and from portions of the nearby neighborhoods, resulting in adverse visual impacts.**

Mitigation

MM-5 ***Site Lighting:*** *The project shall implement an exterior lighting plan that reduces nighttime light pollution given the essential services purpose of the project. This shall include the following measures (Note: these measures do not apply to any FAA tower lighting if required):*

a. *The point source of all exterior lighting shall be shielded from off-site views.*
b. *All lighting shall be directed downward and use fill cut-off lens shields.*
c. *All required security lights shall utilize motion detector activation.*
d. *Light trespass from exterior lights shall be minimized by directing light downward and utilizing cut-off fixtures or shields.*
e. *Lumination from exterior lights shall be the lowest level allowed by public safety standards.*

Residual Impacts (Site Lighting)

With implementation of mitigation measure MM-5, impacts related to exterior glare and lighting related to the proposed buildings and site features (other than any FAA tower lighting if required) would be considered significant but mitigable (CEQA Class II).

6.5 Cumulative Impacts

The discussion of cumulative impacts relates to the potential for the project to contribute to an aggregate change in visual quality from the surrounding public viewing areas, taking into consideration existing as well as proposed development. The Highway 101 corridor through northern San Luis Obispo County has undergone visual changes within the last several years with new residential and commercial development. These changes have resulted in an increased built-character through the corridor.

Although the proposed additional buildings, parking areas and other site elements would likely not be an unexpected change, the construction of the 140 foot tall communication tower would cause an irreversible alteration to the scenic character of the site. This change in visual character, when experienced along with the other recent or planned projects in the area, would result in an overall degradation of visual quality along the Highway 101 corridor and Main Street through Templeton and northern San Luis Obispo County.

6.5.1 *Existing Development*

Existing development in the vicinity of the project site includes commercial facilities to the northwest on the west side of Highway 101. A lumber yard in that location is bordered by a perimeter fence and

landscaping along Highway 101. Small-scale commercial developments border the east side of North Main Street to the east of the project site. Residential subdivisions border the east side of North Main Street to the southeast of the project site.

With the exception of these developments, much of the remaining lands along Highway 101 and North Main Street within approximately half a mile of the project site consists of open space (agricultural fields and pastures with forested field borders and drainages). Beyond this rural area, the more densely developed urban and suburban areas of Templeton and Paso Robles lie to the south and north, respectively.

6.5.2 *Probable Future Projects*

For the purpose of this study, the following planning and project documents identified by the County of San Luis Obispo propose probable future projects to be considered as part of the cumulative visual changes related to the project site:

- Paso Robles Gateway Project
- City of Paso Robles Pipeline Project Report
- Templeton Area Development Projects
- Salinas River Anza Corridor Master Trail Plan
- Templeton to Atascadero Connector

Impact 6 **The high level of visibility and industrial appearance of the communication tower when seen in conjunction with other existing and proposed projects in the area would result in cumulative adverse visual impacts.**

Mitigation

MM-6 *The proposed project shall implement mitigation measures MM-1 through MM-5.*

Residual Impacts (Cumulative)

Mitigation measures MM-1 through MM-5 would effectively reduce the developed appearance of the proposed buildings, parking lots, storage area, and other site amenities. However, the visual dominance of the tower and its highly noticeable industrial appearance and visual contrast would result in significant unavoidable impacts to the visual quality and character of the project site and its surroundings (CEQA Class I).



Figure 5. Key Viewing Area 1: Existing view of the project site from Highway 101 northbound.



Figure 6. Key Viewing Area 1: Photo-simulation of the proposed project from Highway 101 northbound.



Figure 7. Key Viewing Area 1: Photo-simulation of the project from Highway 101 northbound showing screen planting as required in Mitigation Measure MM-2.



Figure 8. Key Viewing Area 2: Existing view of the project site from Highway 101 perpendicular to the project site.



Figure 9. Key Viewing Area 2: Photo-simulation of the proposed project from Highway 101 perpendicular to the project site.



Figure 10. Key Viewing Area 2: Photo-simulation of the project from Highway 101 perpendicular to the project site showing screen planting as required in Mitigation Measure MM-2.



Figure 11. Key Viewing Area 3: Existing view of the project site from the Main Street overcrossing looking south.



Figure 12. Key Viewing Area 3: Photo-simulation of the project from the Main Street overcrossing looking south.



Figure 13. Key Viewing Area 3: Photo-simulation of the proposed project from the Main Street overcrossing looking south showing screen planting as required in Mitigation Measure MM-2.



Figure 14. Key Viewing Area 4: Existing view of the project site from North Main Street looking northwest.



Figure 15. Key Viewing Area 4: Photo-simulation of the project from North Main Street looking northwest.



Figure 16. Key Viewing Area 4: Photo-simulation of the project from North Main Street looking northwest showing screen planting as required in Mitigation Measure MM-2.



Figure 17. Key Viewing Area 5: Existing view of the project site from Abramson Road looking north.



Figure 18. Key Viewing Area 5: Photo-simulation of the proposed project from Abramson Road looking north.



Figure 19. Key Viewing Area 5: Photo-simulation of the project from Abramson Road looking north showing screen planting as required in Mitigation Measure MM-2.



Figure 20. Key Viewing Area 6: Existing view of the project site from Theatre Drive looking south.



Figure 21. Key Viewing Area 6: Photo-simulation of the proposed project from Theatre Drive looking south. Mitigation screen planting would not be visible from this viewpoint.

Appendix D
Mitigation Monitoring and Reporting Plan

When a Lead Agency makes findings on significant environmental effects identified in an EIR, the agency must also adopt a "reporting or monitoring program for the changes to the project which it has adopted or made a condition of approval in order to mitigate or avoid significant effects on the environment" (Public Resources Code §21081.6(a) and CEQA Guidelines §15091(d) and §15097). The Mitigation Monitoring and Reporting Plan (MMRP) is implemented to ensure that the mitigation measures and project revisions identified in the EIR are implemented. Therefore, the MMRP must include all changes in the proposed project either adopted by the project proponent or made conditions of approval by the Lead or Responsible Agency.

The County of San Luis Obispo is the Lead Agency responsible for the adoption of the MMRP. According to CEQA Guidelines §15097(a), a public agency may delegate reporting or monitoring responsibilities to another public agency or to a private entity that accepts the delegation. However, until mitigation measures have been completed, the Lead Agency remains responsible for ensuring that the implementation of the measure occurs in accordance with the program.

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

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

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

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

The table on the following pages is structured to enable quick reference to mitigation measures and the associated monitoring plan based on the environmental resource. The numbering of mitigation measures correlates with numbering of measures found in Chapter 4 of the Draft EIR.

Mitigation Monitoring and Reporting Plan

Mitigation Measure	Requirements of Measure	Applicant Responsibilities	Party Responsible for Verification	Method of Verification	Verification Timing
Aesthetic Resources					
MM-AR-1	Prior to initiation of the project and during construction, the County shall ensure preparation and implementation of a communication tower plan with the following measures to minimize the silhouette and contrasting appearance of the tower: 3. All antennas, microwave dishes and other equipment will be attached as close as possible to the tower frame. 4. All conduit, cable, cable trays, and chases will follow the tower frame and be placed to reduce visibility as much as possible.	Prepare and implement a tower plan	County San Luis Obispo Department of Public Works (County)	Review draft and final plans	Project design and construction
MM-AR-2	Prior to initiation of the project and during construction, the County shall ensure preparation and implementation of a Landscape Plan that complements the building architecture, provides shade and screening of parking areas, and substantially buffers views from Highway 101. The Landscape Plan shall include the following: 1. Removal of mature, native trees with four-inch or greater diameter at breast height will be avoided and minimized to the extent feasible, and any such trees removed for construction will be replaced as part of the landscape planting plan. The landscape planting plan will emphasize use of native species compatible with the existing native species on the site. 2. The large mature valley oak in the center of the proposed parking area shall be incorporated into the project design. 3. Screen planting will be included along the western property boundary bordering Highway 101, along the west end of the northern property boundary sufficient to screen the new vehicle canopy, and along the west end of the southern property boundary sufficient to screen the proposed dispatch facility. 4. Screen plantings will include a combination of trees and shrubs placed along the perimeter fence and within the parking areas. Plantings along the perimeter fence should be selected to maximize the screening function for views of the developed portions of the site from Highway 101 (e.g., large shrubs or evergreen trees as opposed to low shrubs or deciduous trees). The perimeter fence will be placed to provide space for a row of plantings along the outside of the perimeter fence to partially screen the view of the fence. 5. Perimeter plants will be installed in random-appearing groups to the extent possible given the available space and desired coverage, to create a more natural appearance than uniformly spaced plants. *6.* Larger plant stock will be used to increase the amount of project screening in the short-term.	Prepare and implement a planting plan	County	Review draft and final plans	Project design and post-construction
MM-AR-3	Prior to initiation of the project and during construction, the County shall ensure preparation and implementation of a perimeter fence plan that minimizes any contrast and is compatible with the architectural character of the project. The plan shall include the following: 1. Perimeter security fencing will be an open structure.	Prepare and implement a perimeter fence plan	County	Review draft and final plans	Project design and construction

Mitigation Measure	Requirements of Measure	Applicant Responsibilities	Party Responsible for Verification	Method of Verification	Verification Timing
	2. Perimeter security fencing will be the minimum height necessary to achieve safety and security requirements. 3. Perimeter security fencing will be colored to minimize contrast with the project. 4. Chain-link fencing and razor wire will not be used for the perimeter fence.				
MM-AR-4	Prior to initiation of the project, the County shall ensure preparation and implementation of an external facility lighting plan that reduces nighttime light pollution to the extent feasible given the Essential Services purpose of the project (this measure does not apply to any tower lighting). The plan shall include the following: 1. Light trespass from exterior lights will be minimized by directing light downward and using full cut-off lens fixtures or shields. 2. Motion detectors will be used on exterior security lighting whenever possible, to be determined based on the appropriate security requirements for the facility, to minimize unnecessary nighttime lighting. 3. Exterior light fixtures and illumination shall be consistent with the Templeton Community Design Plan as applicable to a secure public emergency or essential services facility.	Prepare and implement a facility exterior lighting plan	County	Review draft and final plans	Project design and construction
MM-AR-5	Prior to initiation of the project, the County shall ensure preparation and implementation of a tower lighting plan, if required, that shall use aircraft activated lighting to reduce the frequency and duration of nighttime tower lighting effects.	Prepare and implement a tower lighting plan, if lighting is required	County	Review draft and final plans	Project design and construction
Air Quality/Greenhouse Gases					
MM-AQ-1	During construction of the project, the following measures shall be implemented to reduce potential expose of sensitive receptors to substantial pollutant concentrations. 1 Reduce the amount of the disturbed area where possible. 2 Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site and from exceeding the County Air Pollution Control District's (APCD) limit of 20% opacity for greater than 3 minutes in any 60-minute period. Increased watering frequency would be required whenever wind speeds exceed 15 miles per hour (mph). Reclaimed (non-potable) water should be used whenever possible. When drought conditions exist and water use is a concern, the contractor or builder should consider the use of an APCD-approved dust suppressant where feasible to reduce the amount of water used for dust control. 3 All dirt stock-pile areas should be sprayed daily and covered with tarps or other dust barriers as needed. 4 Permanent dust control measures identified in the approve project revegetation and landscape plans should be implemented as soon as possible, following completion of any soil disturbing activities. 5 Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established. 6 All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD.	County to include as requirements in construction contract	County	Construction monitoring	During construction

Mitigation Measure	Requirements of Measure	Applicant Responsibilities	Party Responsible for Verification	Method of Verification	Verification Timing
	7 All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible, and building pads should be laid as soon as possible after grading unless seeding soil binders or other dust controls are used. 8 Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site. 9 All trucks hauling dirt, sand, soil, or other loos materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with California Vehicle Code (CVC) Section 23114. 10 "Track-Out" is defined as sand or soil that adheres to and/or agglomerates on the exterior surfaces of motor vehicles and/or equipment (including tires) that may then fall onto any highway or street as described in CVC Section 23113 and California Water Code 13304. To prevent 'track out,' designate access points and require all employees, subcontractors, and others to use them. Install and operate a 'track-out prevention device' where vehicles enter and exit unpaved roads onto paved streets. The 'track-out prevention device' can be any device or combination of devices that are effective at preventing track out, located at the point of intersection of an unpaved area and a paved road. If paved roadways accumulate tracked out soils, the track-out prevention device may need to be modified. 11 Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers shall be public with reclaimed water where feasible. Roads shall be pre-wetted prior to sweeping where feasible. 12 All PM_{10} [i.e., dust control] mitigation measures required should be shown on grading and building plans. 13 The contractor or builder shall designate a person or persons whose responsibility is to ensure any fugitive dust emissions do not result in a nuisance and to enhance the implementation of the mitigation measures as necessary to minimize dust complaints and reduce visible emissions below the APCD's limit of 20% opacity for greater than 3 minutes in any 60-minute period. Their duties shall include holidays and weekend periods when work may not be in progress (for example, wind-blown dust could be generated on an open dirt lot). The name and telephone number of such persons shall be provided to the APCD Compliance Division prior to the start of any grading, earthwork, or demolition (Contact Tim Fuhs at (805) 781-5912). 14 APCD Rule 501 prohibits developmental burning of vegetative material within County of San Luis Obispo. 15 Portable equipment, 50 horsepower or greater, used during construction activities may require California statewide portable equipment registration (issued by the California Air Resources Board) or an APCD permit. 16 Based on the types of equipment that may be present at the post-construction site, operational sources may require APCD permits. The following list is provided as a guide to equipment and				

Mitigation Measure	Requirements of Measure	Applicant Responsibilities	Party Responsible for Verification	Method of Verification	Verification Timing
	operations that may have permitting requirements but should not be viewed as exclusive. For a more detailed listing, refer to the Technical Appendix, page 4-4, in the CEQA Air Quality Handbook. a. Portable generators and equipment with engines that are 50 hp or greater b. Electrical generation plants or the use of standby generators c. Public utility facilities d. Internal combustion engines				
Biological Resources					
MM-BR-1	If construction activities are conducted **during the typical nesting bird season (February 1-September 15)** pre-construction surveys shall be conducted by the County or its designee prior to any construction activity or vegetation removal to identify potential bird nesting activity, and: a. If active nest sites of bird species protected under the Migratory Bird Treaty Act are observed within the vicinity of the project site, then the project shall be modified and/or delayed as necessary to avoid direct take of the identified nests, eggs and/or young; b. If active nest sites of raptors and/or bird species of special concern are observed within the vicinity of the project site, then California Department of Fish and Wildlife (CDFW) shall be contacted to establish the appropriate buffer around the nest site. Construction activities in the buffer zone shall be prohibited until the young have fledged the nest and achieved independence.	Conduct surveys for nesting birds and consult with CDFW if necessary	County	Conduct pre-activity surveys	Pre-construction and construction
MM-BR-2	**Prior to any ground disturbance**, a qualified County biologist will conduct pre-construction surveys to determine presence or absence of special-status wildlife species. Wildlife surveys will be done no more than 30 days prior to the start of work. If surveys show an absence of sensitive species, work may proceed without additional measures being required. In the unlikely event that special-status wildlife is observed, mitigation will be implemented to avoid and/or minimize impacts. These measures could include for example, establishing a work buffer area, coordinating with applicable resource agencies, and/or follow-up surveys to confirm if and when the species is no longer utilizing the site.	Conduct surveys for special-status species	County	Conduct pre-construction surveys	Pre-construction
MM-BR-3	**During construction**, no pets will be allowed at the project site during construction.	County to include as requirement in construction contract	County	Monitor during construction	During construction
MM-BR-4	**During construction**, all trash that may attract predators will be properly contained and secured, promptly removed from the work site, and disposed of regularly. Following construction, all trash and construction debris will be removed from the work areas.	County to include as requirement in construction contract	County	Monitor during construction	During construction
Cultural Resources					
MM-CR-1	During construction, if previously unidentified cultural materials are unearthed during construction, work will be halted in that portion of the project area until a qualified archaeologist can assess the significance of the find. Additional archaeological surveys will be needed if the project limits are extended beyond the present survey limits.	Monitor for previously unidentified cultural resources	County	Monitor during construction	During construction

Mitigation Measure	Requirements of Measure	Applicant Responsibilities	Party Responsible for Verification	Method of Verification	Verification Timing
MM-CR-2	During construction, as specified by California Health and Safety Code Section 7050.5, if human remains are found on the project site, the person responsible for the excavation, or his or her authorized representative, will immediately notify the County of San Luis Obispo Coroner's office, and the County Environmental office by telephone. No further excavation or disturbance of the discovery or any nearby area reasonably suspected to overlie adjacent remains (as determined by an Archaeologist and/or Native American monitor) will occur until the Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code 5097.98.	Respond to identification of previously unidentified cultural resources	County	Monitor during construction	During construction
Geology and Soils					
MM-GS-1	Prior to initiation of construction, the County or its contractor will install appropriate erosion control measures (i.e., silt fences, hay bales) where necessary along the base of the proposed work area and at the down-gradient end of the proposed construction zone and maintain erosion control mechanisms on a daily basis. Erosion and sediment control measures will be on site prior to the start of construction and kept on site at all times so they are immediately available for installation in anticipation of rain events.	County to include as a requirement in the construction contract	County	Monitor during construction	Pre-construction
Hazards and Hazardous Materials					
MM-Haz-1	Prior to construction, the County or its contractor will ensure that a plan is in place to minimize the potential for accidental spills or releases of fuels, lubricants, and other hazardous material, and to provide for a prompt and effective response to any accidental spills. Workers will be informed of the importance of preventing spills and of the appropriate measures to take should a spill occur.	County to include as requirement in construction contract and to conduct crew training	County	Review plan, conduct crew training, monitor during construction	Pre-construction and during construction
MM-Haz-2	During construction, any staging or equipment/vehicle parking areas will be free of combustible vegetation and work crews will have shovels and a fire extinguisher on site during all construction activities.	County to include as requirement in construction contract	County	Monitor during construction	During construction

Appendix E
Consistency with Relevant County Plans and County Code

County General Plan Open Space and Conservation Element Visual Resources and Communication Facilities		
Standard Number	**Details**	**Project Consistency**
Policy VR 7.1	Nighttime Light Pollution: Protect the clarity and visibility of the night sky within communities and rural areas, by ensuring the exterior lighting, including streetlight projects, is designed to minimize nighttime light pollution.	Potentially Consistent. These measures would be met to the extent possible given the Essential Services function.
Policy VR 9.3	Communication Facilities: Locate, design, and screen communications facilities, including towers, antennas, and associated equipment and buildings in order to avoid views of them in scenic areas, minimize their appearance and visually blend with the surrounding natural and built environments. Locate such facilities to avoid ridge tops where they would silhouette against the sky as viewed from major public view corridors and locations.	*Potentially Inconsistent*. These measures cannot be met by the project because of the size of the tower necessary to fulfill the project purpose.
Policy VR 9.4	Co-Location of Communication Facilities: Encourage co-location of communications facilities (one or more companies sharing a site, tower, or equipment) when feasible and where it would avoid or minimize adverse visual effects.	Potentially Consistent. This measure would be met by the project by co-locating several existing County-wide dispatch functions.
Title 22 of the County Code		
Standard	**Details**	**Project Consistency**
Section 22.104.090. Applicable within the Templeton URL	Minor Use and Conditional Use Permits and all subdivisions must comply with the Templeton Community Design Plan.	See Templeton Community Design Plan section of this table below.
	New development shall retain significant features such as oak trees, riparian habitats, and prominent hills.	Potentially Consistent. There are no significant features such as riparian habitats and no natural prominent hills on the project parcel. Scattered native oak trees on the parcel would be maintained if feasible and any removed would be replaced as part of the landscaping plan.
	New development in the Toad Creek flood hazard area shall use riparian plants for habitat restoration.	Potentially Consistent. The project parcel is not in the Toad Creek flood hazard area and does not contain riparian zones.
Section 22.104.090. Specific to the North County Regional Center	A 25-foot landscaped setback is required from the Highway 101 right-of-way for buffering and screening views from Highway 101.	*Potentially Inconsistent*. The proposed landscaping plan, including perimeter and parking area plantings, would establish a 25-foot-wide buffer along the Highway 101 right-of-way, meeting the intention of this standard. All buildings and structures (except the perimeter fence) would be set back at least 25 feet from the right-of-way.
	Buildings should exemplify the historic character of Templeton.	Potentially Consistent. The proposed building architecture would match the existing buildings on the site.
Section 22.30.180. Development Standards for Communication Facilities	(3)(a) Setbacks in Section 22.10.140 apply, unless locating the facility outside those setbacks is the most practical and unobtrusive location possible on the proposed site. The setbacks vary based on front, side, and rear property lines; structure type and height; urban or rural setting; and land use type.	Potentially Consistent. The proposed tower would be set back at least 60 feet from the nearest property boundary.
	(3)(b) Location: The Applicant shall pursue placement of facilities in the following preferential order: (1) Side-mounted antenna on existing structures; (2) Within existing signs; (3) Atop existing structures; (4) Existing monopoles or towers; or (5) New locations.	Potentially Consistent. Mounting the necessary communication equipment on an existing structure is not feasible. The tower dimensions are necessary to provide adequate space between various antennas to minimize frequency interference and establish suitable lines-of-site with regional communication towers. A new tower (5) is required.
	(c) Signs. No sign of any kind shall be posted or displayed on any antenna structure except for public safety signs.	Potentially Consistent. No signs would be placed on the tower with the exception of safety signs.
	(d) Screening. All facilities shall be screened with vegetation or landscaping. Where screening with vegetation is not feasible, the facilities shall be disguised to resemble rural, pastoral architecture or other features determined to blend with the surrounding area and be finished in a texture and color deemed unobtrusive to the neighborhood in which it is located.	*Potentially Inconsistent*. It is not possible to screen the tower with landscaping because of its height. It is not possible to disguise the tower because it would interfere with the function of the antennas. The equipment colors will be white and gray; they cannot be painted or modified.
	(e) Availability. All existing facilities shall be available to other carriers as long as structural or technological obstacles do not exist.	Potentially Consistent. Not applicable – not a commercial carrier facility.
	(4) Unused facilities. All obsolete or unused facilities shall be removed within 12 months of cessation of telecommunication operations at the site.	Potentially Consistent. The County would evaluate removal of the tower if it becomes unnecessary/unused for County functions.

Templeton Community Design Standards Non-Residential Structures Outside the Downtown Core		
Standard	**Details**	**Project Consistency**
V.E.1 Setbacks	Front and street side setbacks for non-residential buildings shall be 10 feet minimum, and parking drives and areas should setback 20 feet minimum. Industrial buildings shall be setback 25 feet minimum, per the Land Use Ordinance. Setbacks should be landscaped to retain natural features and be compatible with the existing landscape and the rural character of Templeton and its arid environment. Low walls of native stone, wooden rail fences, berms and native rocks and boulders are recommended along streets to give them a visual definition and prominence.	Potentially Consistent. These building setbacks are met for North Main Street and Highway 101. The proposed landscaping will be compatible with the existing landscape and an arid environment (drought tolerant species will be used).
V.E.2. Building Location	Periodically locate buildings adjacent to the major road frontage of sites, with at least one public entrance facing the street. Locate buildings on adjacent sites to orient and relate to each other. Avoid double blank walls facing one another at the property line.	Potentially Consistent. Not applicable – the developable portion of the lot is set back from North Main Street and the only buildings on adjacent lots are agricultural buildings.
V.E.3. Site Alteration and Coverage	Minimize grading and coverage with buildings and parking to 70% or less of each site exclusive of setbacks, leaving the remainder in open area, landscaped in native-type plants, incorporated within parking areas and the project's design.	Potentially Consistent. The proposed plan meets this, with approximately 30% site coverage in landscaping and open areas (including the stormwater basins).
V.E.4. Building Footprint	Articulate building footprints with a variety of insets, corners, and jogs in the façade that emphasize interesting entries, outdoor spaces, and circulation paths where visible from the public road.	Potentially Consistent. The building configuration is dictated by the Essential Services space and separation requirements.
V.E.5. Service Areas	Locate structures to conceal all service areas and storage areas from public street view. Incorporate these areas into the main building whenever possible.	Potentially Consistent. Outdoor service and storage areas will be in interior portions of the site and/or will be screened by the landscaping plan.
V.E.6. Inter-Site Connections	Parking lot design should provide for pedestrian and vehicular connection to adjacent parcels where uses are compatible and such connection is practical.	Potentially Consistent. The existing access drive and pedestrian walkway to North Main Street would be maintained; there is no other adjoining land use with pedestrian or vehicle access.
V.E.7. Parking Lot Design	Small parking lot areas of 30 cars or less are encouraged. When parking requirements exceed 30 spaces, separate the lot into smaller lots interrupted by planted areas and sidewalks.	Potentially Consistent. Parking requirements exceed 30 spaces; the parking design would consist of smaller rows of parking spaces separated by islands and landscaping.
V.E.8. Parking Lot Transition Space	Maintain a distance of at least 5 feet between a building and parking area. Except where walkways are provided, plant this transition space with groundcover, shrubs, and trees.	Potentially Consistent. The proposed plan generally meets this; to be addressed in final design.
V.E.9. Parking Lot Landscaping	To provide a tree canopy, one of the following methods is recommended: 1. A planted island or break at least 5 feet wide should be provided at an interval of at least every 6 parking spaces in a row. At least 2 trees of minimum 15-gallon size should be provided in each required break. 2. One tree planted at an interval of at least every 3 parking spaces. Under this method, a continuous row of up to 12 spaces may be used. If over 12 spaces, provide a planted break. Whether using method 1 or 2, provide a planted area with at least 2 trees at the end of each row of spaces.	Potentially Consistent. The proposed planting plan includes a planting area at an interval of at least every 6 parking spaces for most of the site; interior parking areas may have larger contiguous parking spaces, but these would be screened from view given their location on the site.
V.E.10. Entry Location/Design	Where a corner location is being developed, locate parking lot entries on side streets (or the less busy street). Where this is not possible (mid-block location), design the major street site entries with an appropriately patterned concrete or pavers to differentiate it from the sidewalks. Pavers are not allowed within the right-of-way (ROW). Parking lot entries along major streets should be located as far as possible from street intersections. Locate parking lot entries as far as possible from intersections, 200 feet is preferred. For side streets, parking lot entries should be at least 75 feet from intersection. Access roads and/or parking lot entries for commercial developments should be located at least 200 feet apart unless a joint/shared driveway is designed. Also, separate private property driveway entries should be located a minimum of 10 feet from property lines. Driveway entries should be at least 25 feet wide and preferably 30 to 35 feet wide so that an entering vehicle does not interfere with an exiting vehicle.	Potentially Consistent. Not applicable. No new entries are proposed.
V.E.11. Pedestrian Movements	Design parking areas so that pedestrians walk parallel to moving cars. Minimize the need for the pedestrian to cross parking aisles. Design the parking lot so that drive aisles are perpendicular to the buildings or major tenant. The parking area should be designed in a manner which physically links the building to the street sidewalk system as an extension of the pedestrian environment. This can be	Potentially Consistent. The parking configuration is generally dictated by separation of buildings/functions, and secure vs. non-secure parking. There are no sidewalks along North Main Street, although there is an existing sidewalk along the parcel access drive that will be left as is.

	accomplished by using design features such as walkways, trellis structures, and/or landscaping features.	
V.E.12. Queuing Setback	The first parking aisle which is perpendicular to a driveway or first aisle juncture, shall be set back at least 40 feet from the curb. With larger centers, significantly more setback area may be required. Without this provision, vehicles will queue into the street.	Potentially Consistent. Not applicable. Queuing would not be an issue for the facility.
V.E.13. Parking Area Screening	Provide three feet of screening (berms, fence, walls, lower grade, etc.) between street and parking. This will aid in obscuring views of automobiles while promoting views of buildings and signs.	Potentially Consistent. This will be met by the perimeter fence and landscaping plan.
Templeton Community Design Standards Lighting, Signs, Hours of Operation and Drive-Through Standards Applicable within the URL		
Standard	**Details**	**Project Consistency**
V.F.1: Lighting	All lighting shall be shielded so that neither the lamp nor the related reflector interior surface is visible from any location off site. All lighting, poles, fixtures, and hoods shall be dark colored. No exterior lighting shall be installed or operated in a manner that would throw light, either reflected or directly, in an upward direction except for flags or other objects as specified below. Lighting shall further be designed to meet the following specific criteria.	Potentially Consistent. These standards will be incorporated in the final design.
V.F.1. Light trespass at property line	Illumination from light fixtures on residential zoned property shall not exceed 0.1-foot candles, or on business and commercial property shall not exceed 0.5-foot candles.	Potentially Consistent. The business and commercial property standard would be incorporated in the final design.
V.F.1. Illuminated flags or other objects	Fixtures shall use a narrow cone beam of light that will not exceed 5.0-foot candles nor extend beyond the illuminated object.	Potentially Consistent. This standard will be incorporated in the final design.
V.F.1. Architectural and decorative lighting	Upward directed decorative lighting shall not be visible above the building roofline.	Potentially Consistent. This standard will be incorporated in the final design.
V.F.1. Externally illuminated building identification signs	Signs shall only use shielded light fixtures mounted on top of the sign structure and will not exceed 1 footcandle reflected at 10 feet.	Potentially Consistent. This standard will be incorporated in the final design.
V.F.1. Outdoor light fixtures	Shall be directed so that there will be no objectionable direct light emissions. Light fixtures near adjacent property may need shielding to prevent light trespass.	Potentially Consistent. This standard will be incorporated in the final design.
	Templeton Community Design Standards Architectural Design for Non-Residential Buildings Outside the Downtown Core	
Standard	**Details**	**Project Consistency**
VI-C.1: Desirable Elements	• Richness of surface and texture (see materials guideline) • Significant wall articulation (insets, canopies, wind walls) • Distinctive massing (barn, western false front, multi-level) • Multi-planed pitched roofs (multi levels also) • Wide roof overhangs • Interesting and articulated wall surfaces • Distinctive entries	Potentially Consistent. These elements will be incorporated in the final design.
VI-C-2: Undesirable Elements	• Highly reflective surfaces • Large blank, unarticulated wall surfaces • Unpainted concrete block walls • Reflective glass • Extensive flat roofs • Unarticulated roof lines and parapets • Irregular or contemporary window shapes • Steeply pitched roofs (A-frame)	Potentially Consistent. These elements will be excluded in the final design.
VI.C.3: Appropriate Materials	• Stucco, smooth, sand, or light lace finish • Wood as a primary and accent material, e.g., horizontal shiplap, board, and batten siding • Brick, as a primary and accent material • River rock, as an accent material • Unglazed tile, as an accent material and roofing material • Board and batten siding • Split face masonry block	Potentially Consistent. These materials will be incorporated in the final design.
VI.C.3: Inappropriate Materials	• Entirely metal or aluminum building walls • Split face masonry block • Unfinished concrete block • Unfinished concrete “tilt up” construction • Painted or white brick • Box-like prefab metal catalog structures	Potentially Consistent. These materials will be excluded in the final design.
VI.C.4. Height	Building heights should relate to the building bulk elements on the Templeton Vernacular Poster. Height and scale of new development should be compatible with that of surrounding development. New development height should “transition” from the height of adjacent development to the maximum height of the proposed building. Building bulk which may need to exceed 35 feet (zoning) may be allowed if the extra height is for architectural emphasis only and not storage or habitable space.	Potentially Consistent. The size and configuration of the building is required to meet all Essential Service space and separation requirements.
VI.C.5. Bulk	Guideline Large buildings which give the appearance of “square box” buildings are generally unattractive and detract from the overall scale of Templeton. There are several ways to reduce the appearance of	Potentially Consistent. These standards will be incorporated in the final design.

	excessive bulk in large buildings. Warehouses and industrial buildings will also be treated with these "elements". • Vary the planes of the exterior walls in depth and/or direction. • Vary the height of the buildings so that it appears to be divided into distinct massing elements. • Articulate the different parts of a building's façade by use of color, arrangement of façade elements, or a change in materials. • Use landscaping and architectural detailing at the ground level to lessen the impact of an otherwise bulky building. • Avoid blank walls at the ground floor level. Utilize windows, wall articulation, change in materials or other features. • Utilizing architectural elements that transition the bulk from the street level to the top of the parapet/roof such as canopies, porches, arcades, and awnings.	
VI.C.6. Scale	Scale, for purposes here, is the relationship between building size and the size of adjoining permanent structures. It is also how the proposed building's size relates to the size of a human being. Large scale building elements will appear imposing if they are situated in a visual environment of a smaller scale as is typical in Templeton.	Potentially Consistent. The size and configuration of the building is required to meet all Essential Service space and separation requirements. It will be larger than the existing buildings on the parcel but will have a compatible appearance.
VI.C.7. Color	Dominant Building Color – Much of the existing color in Templeton is derived from the primary building's finish materials such as brick, stone, wood, stucco, and terra cotta tile. Also dominant are earth tones which match these natural materials. • The dominant color of new buildings should relate to the inherent color of the primary building's finish materials. • Large areas of intense white color should be avoided. While subdued colors usually work best as a dominant overall color, a brighter trim color might be appropriate. • The color palette chosen for a building should be compatible with the colors of adjacent buildings. An exception is where the colors of adjacent buildings strongly diverge from the design guidelines of this Manual. • Wherever possible, minimize the number of contrasting colors appearing on the building exterior.	Potentially Consistent. These standards will be incorporated in the final design, consistent with the existing buildings on the parcel.
VI.C.8. Accent Colors	Depending on the overall color scheme, an accent color may be effective in highlighting the dominant color by providing contrast or by harmonizing with the dominant color. • Primary colors shall only be used to accent building elements, such as door and window frames and architectural details. Bright or intense colors (not including fluorescent colors) can also be used to accent appropriate scale and proportion or to promote visual interest in harmony with the immediate environment. • In buildings of a particular historical character or architectural style, exterior color should be similar to buildings of this type. An example would be the use of white, gray, and red colors for barn style. • Architectural detailing should be painted to complement the faCade. • Accent colors for trim should be used sparingly and be limited in number for each building. Accent colors on adjacent buildings should be chosen to complement one another.	Potentially Consistent. These standards will be incorporated in the final design, consistent with the existing buildings on the parcel.
VI.C.9. Solid to Void	Main (front, major entry) façade construction shall be a minimum of 30% transparent. Blank, solid end walls or side walls visible from public view shall be avoided. If such walls are necessary for interior reasons, the building's wall shall receive some form of articulation of "add-on" elements such as awnings, cornice bands, arcades, trellises, etc.	Potentially Consistent. These standards will be incorporated in the final design.
VI-C.10. Roofs	Roofs may be flat or sloped. Partial mansard roofs are not permitted while western false fronts are allowed. The visible portion of sloped roofs should be sheathed with a roofing material having a texture meaningful at the pedestrian scale, such as standing seam metal roofing, or wood shingle. The roof form should be designed in conjunction with its mass and façade, so that the building and its roof form a consistent and integrated composition. The roof should be designed to screen rooftop equipment. Radical roof pitches which create overlay prominent or out-of-character building such as A-frames or chalet style buildings are discouraged in Templeton.	Potentially Consistent. These standards will be incorporated in the final design.
V.F.2 Commercial and freeway identification signs; V.F. 3 Business hours; and V.F. 4 Drive-Through Facilities		Potentially Consistent. Not Applicable. None of these items are relevant for the proposed facility.

Appendix F

Visual Impact Assessment for the County of San Luis Obispo Co-Located Dispatch Facility, Templeton, County of San Luis Obispo, California

Revised Visual Simulations

August 9, 2021



(1) Key Viewing Area 1: Photo-simulation of the proposed project from Highway 101 northbound.



(2) Key Viewing Area 2: Photo-simulation of the proposed project from Highway 101 perpendicular to the project site.

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(3) Key Viewing Area 3: Photo-simulation of the proposed project from the Main Street overcrossing looking south.



(4) Key Viewing Area 4: Photo-simulation of the proposed project from North Main Street looking northwest.



(5) Key Viewing Area 5: Photo-simulation of the proposed project from Abramson Road looking north.



(6) Key Viewing Area 6: Photo-simulation of the proposed project from Theatre Drive looking south.

Appendix G

Appendix G

Response to Comments on the DEIR

The following agencies, organizations, and members of the public provided comments on the DEIR:

1. County of San Luis Obispo Air Pollution Control District (APCD)
2. California Highway Patrol (CHP)
3. Templeton Area Advisory Group (TAAG) comments dated October 5, 2021
4. Public comments filed by TAAG Board Delegated dated October 11, 2021
5. TAAG endorsement of TAAG public comments dated October 21, 2021
6. Dorothy Jennings, Templeton resident
7. Jones and Miller families, Templeton residents and neighboring landowners

The County's response to these comments on the DEIR are provided in Table G-1.

References are provided as Attachments to this Appendix, listed on page G-62.

G-1 Co-Located Dispatch Facility Project FEIR

Appendix G

From: Jackie Mansoor
To: Monica J. Stillman
Subject: RE: County of SLO Dept of Public Works DEIR for Co-Located Dispatch Facility
Date: Wednesday, September 1, 2021 9:27:49 AM
Attachments: image003.png
image004.png
image005.png
image006.png
image007.png
image008.png
image009.jpg

Hi Monica,

APCD-1 Thank you for incorporating appropriate air quality mitigation measures into this project. The APCD does not have any more comments about this project at this time.

Jackie

Jacqueline Mansoor | *Air Quality Specialist* | *Pronouns: she, her*
ASK ME ABOUT FUNDING FOR EV CHARGERS
SLO County Air Pollution Control District
3433 Roberto Court, SLO 93401
805-781-5983 • SLOCleanAir.org • SLOCarFree.org

G-2 Co-Located Dispatch Facility Project FEIR

Appendix G

Governor's Office of Planning & Research

September 20 2021

STATE CLEARINGHOUSE

From: Neumann, Tim@CHP
To: Stewart, Chandler@CHP; OPR State Clearinghouse
Cc: CHP-701 AA Desk; Dobson, Denise@CHP
Subject: Environmental Document Review – SCH #2020090201 (Due 10/11/21)
Date: Friday, September 17, 2021 3:50:06 PM

Good Afternoon,

CHP-1

We have reviewed the attached environmental impact documentation and have determined there to be **no impact to the Templeton Area's local operation and/or public safety by SCH 2020090201.**

Please let me know if you have questions or concerns.

Best Regards,

Tim

Sergeant Tim Neumann, #15451
Templeton CHP Area (740)
101 Duncan Road, Templeton CA 93465
(805) 434-1822, Fax (805) 434-2197

G-3 Co-Located Dispatch Facility Project FEIR

Appendix G

TEMPLETON AREA ADVISORY GROUP
Addressing the Area's Land Use Planning Since 1994
PO Box 1135 Templeton, CA 93465
REPORT TO THE COUNTY

TO: County Board of Supervisors: John Peschong, Debbie Arnold, Vicki Janssen, Kathleen Goble, Trevor Keith, Cheryl Ku, Geoff English, Steven Neer, Monica Stillman

CC: TAAG Board members

FROM: Bruce Jones, TAAG Board Chair

SUBJECT: Report of significant recommendations during TAAG's Zoom teleconferenced **October 5, 2021 Special** Board meeting to review the DEIR for the Co-Located Emergency Services Dispatch Facility.

TAAG's Project Review Committee identified four areas of concern regarding the Co-Located Emergency Services Dispatch Facility: visual esthetics, transportation, drainage/flood control, and lighting. Documents were prepared by PRC Committee members and Comm unity Members for each of these areas to be reviewed by the TAAG Board.

1. **Visual Esthetics**—Board members Dede Davis and Murray Powell investigated this area of concern. Below are the document recommendations that were unanimously supported by a 7-0 vote by the TAAG Board:

TEMPLETON AREA ADVISORY GROUP (TAAG)
PROPOSED TEMPLETON AREA CO-LOCATED EMERGENCY SERVICES DISPATCH FACILTY
COMMENTS AND RECOMMEDATIONS REAGARDING THE PROJECT'S
DRAFT ENVIRONMETAL IMPACT REPORT (DEIR) RECOMMENDATIONS

TAAG-1

This proposed TAAG recommendation is in response to public comments to be submitted to the SLO County Public Works Department in connection with the 240-page Draft Environmental Impact Report (DEIR) regarding the SLO County Co-Located Emergency Services Dispatch Facility located North Main Street Templeton. The 5-acre project site's west boundary borders Highway 101. The Templeton's "Gateway" Highway 101 and North Main Street interchange is approximately 600 feet north of the parcel and has an overpass over the highway. The proposed tower is clearly visible from 101 and the 101 "Gateway" interchange and from many other vantage points in the Templeton area.

TAAG-2

This recommendation focuses on the aesthetic visual CEQA environmental impacts of the project's 140 - 160 foot Communication Tower with approximately 45 attached antennas (two-way radio antennas, microwave radio antennas, and other associated public-safety-related communications equipment). Antennas attached to the top of the 140-foot-high tower could increase the total height of the structure to 160 feet. The tower will be located within 275 feet of Highway 101 and essentially

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adjacent to the 101 – Main Street "Gateway" entrance to Templeton's historic downtown commercial, residential and tourist area.

TAAG-3

TAAG RECOMMENDS DENIAL OF THIS CO-LOCATED EMERGENCY SERVICES DISPATCH FACILTY PROJECT'S TEMPLETON MAIN STREET LOCATION BASED ON THE FINDINGS OF THE COMMUNICATION TOWER'S SIGNIFICANT UNMITIGATED UNAVOIDABLE ENVIRONMENTAL IMPACTS PRESENTED IN THE PROJECT'S 240 PAGE DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE CO-LOCATED DISPATCH FACILITY PROJECT.
See the DEIR at Co-Located-Dispatch-Facility-DEIR.pdf

This recommendation is essentially based on conclusions reached in the SLO County 240-page Draft Environmental Impact Report. The DEIR has determined that:

TAAG-4

- The Communication Tower will create significant and unavoidable CEQA Class 1 impacts on aesthetic resources throughout the surrounding areas of Templeton and Paso Robles. CEQA Class 1 impacts are defined as "Significant environmental impacts that cannot be fully mitigated or avoided." No feasible mitigation or project alternatives are identified at the project site that would reduce the adverse unavoidable visual impacts of the Communication Tower to a less-than-significant level. The visual dominance of the tower and its highly noticeable industrial – utilitarian appearance and visual contrast at its proposed location will result in significant unavoidable impacts to the visual quality and character of the project site, its surroundings and the general area of the project

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TAAG-5

- The DEIR reports in Table ES-2 (pages ES-14 and 15) the following CEQA Class 1 unavoidable environmental visual impacts of the Tower structure.
  - **Impact AR-1**. The height and location of the communication tower would cause it to be seen extending above the horizon line and interfering with hillside views from public viewpoints in the surrounding area. The most substantial effects would occur for travelers within close range of the project site on Highway 101 and North Main Street. As a result, the project would result in an adverse visual impact to the existing scenic vistas.
  - **Impact AR-3**. Because of the visual dominance of the tower and its industrial-utilitarian appearance, but it would increase noticeability. the project would result in a significant and unavoidable visual impact to the visual quality and character of the project site and its surroundings
  - **Impact AR-5**. If required by FAA, lighting affixed to the communication tower would be visible from widely surrounding areas and would interfere with nighttime views and enjoyment of the night sky from the surrounding community.
  - **Impact AR-6**. Because of the visual dominance of the tower and its industrial-utilitarian appearance, the project would result in a significant and unavoidable cumulative visual impact.

TAAG-6

- The DEIR has identified significant unavoidable CEQA Class 1 environmental impacts created by the 140-160 foot Communication Tower that cannot be mitigated. The visual dominance of the tower, its highly noticeable exceptional height and contrasting industrial – utilitarian appearance. Its visual contrast and its location at the 101 – Main Street "Gateway" entrance to Templeton's historic downtown commercial, residential and tourist area will result in significant

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TAAG-6 continued

unavoidable impacts to the visual quality and character of the project site and the general Templeton area. The 140-foot-high Communications Tower, located in close proximity to Highway 101, would be visible to portions of both near-field and far-field views from Highway 101, from North Main Street, and from other local public roads in the region. The DEIR indicates that an estimated 60,000 vehicles traveling on 1010 would pass the project location each day.

TAAG-7

- The DEIR has determined that the 140-160 foot Communication Tower would cause an irreversible alteration to the scenic character of the site and the surrounding Templeton and Paso Robles area. This change in visual character, when experienced along with the other recent or planned projects in the area, would result in an overall degradation of visual quality along the Highway 101 corridor, along the Main Street "Gateway" entrance to the Templeton historic downtown area and to Northern San Luis Obispo County. Due in great part to the proximity to Highway 101, the adverse visual effects of the Tower would be readily experienced by large numbers of the public. Because of the tower's height and cluttered profile, the project would be seen from a wide area and would often interrupt views of the scenic hillside backdrop and extend above the primary ridgeline.

TAAG-8

- Communication Tower lighting would be seen from great distances and would make the exceptional height of the tower noticeable during the nighttime hours, interrupting views of the night sky from the surrounding community and resulting in adverse visual impacts. Based on the tower height and distance to the nearest airport (Paso Robles Municipal Airport) and helipad (Twin Cities Community Hospital), the Federal Aviation Administration (FAA) MAY require tower orange and white paint markings, white flashing or steady daytime lights, and/or flashing, steady, or air traffic-triggered red nighttime lights. The inclusion of lights at the top and possibly other locations on the tower would be potentially seen from great distances. providing visual evidence of the development during the dark, and potentially reducing enjoyment of the night sky.

TAAG-9

- The SLO County General Plan provides policies for land use and specific direction for proposed developments within the County. The DEIR concludes that "The proposed communication tower would be inconsistent with the General Plan's visual resource goals because it would be out of character with the setting, would be silhouetted against the sky from a range of near- and far-field views, and it is not possible to disguise or screen the Tower."

TAAG-10

- The North County Area Plan encourages development that is consistent with the North County historical character and heritage. The DEIR misleadingly implies that the inclusion of an industrial size 160-foot Communication Tower on the project site is somehow consistent with North County's historical character and heritage**. The DEIR states the Tower complies with the North County Area Plans intent which would be implemented in the project design details**. The construction of a massive 160-foot Communication Tower adjacent to highway 101 and downtown Templeton does not meet the definition of development consistent with North County historical character and heritage.

TAAG-11

- The Templeton Community Plan supplements the County General Plan by providing information on programs that are specific to Templeton. Regarding aesthetics, the Community Plan states: "The north county regional center site is located on a highly visible hill adjacent to Highway 101. Any development should serve as a landmark at the northern entrance to the community. Building architecture would be appropriate that is exemplary of civic functions within the

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TAAG-11 continued

historic context of Templeton." The DEIR states that "the proposed communication tower would be inconsistent with the Community Plan's aesthetic screening goals. Screening or buffering of views of the proposed communication tower would not be feasible due to its height."

TAAG-12

- The Templeton Community Design Plan is intended to protect the historical character and environmental assets of the community. The Design Plan requires architectural designs fit desired rural, western themes and recommends that developments be designed to be compatible with the natural setting, neighboring properties, and community design goals. Although compliance with the Templeton Community Design Plan is not a requirement of a County project on County-owned land, the County attempts to design projects to be consistent with such Design Plans to the extent feasible. Accordingly, the County has reviewed the proposed project plans to ensure that the project is consistent with the guidance in the Design Plan to the extent feasible excluding the Tower.

TAAG-13

- The project's DEIR presents a Visual Impact Assessment study and report issued by the SLO County Public Works Department (DEIR Appendix C). The VIA report states that "development should serve as a landmark at the northern entrance to the Templeton community. Building architecture would be appropriate that is exemplary of civic functions within the historic context of Templeton. It should be complemented by landscaping, with special attention to setbacks from the highway to partially buffer views." However, the VIA concluded that the conceptual landscaping plan would be insufficient mitigation for the aesthetic impacts of the project when considering the aggregate effects of the communication tower. The VIA comments that "Although the sight of utilities and other communication facilities are not uncommon in rural areas, the scale of the project tower and its close proximity to public roadways, including Highway 101, would make it visually unique and substantially more noticeable. The tower structure would visually dominate the project site as well as the identified community gateway setting. The proposed approximately 45 antennae and supporting elements would intensify the visual clutter and utilitarian appearance of the tower."

- The VIA also comments that "the proposed communication tower would likely be one of the more noticeable and identifiable visual elements along the Highway 101 corridor in the County of San Luis Obispo" and concluded that the conceptual landscaping plan would be insufficient mitigation for the aesthetic impacts of the project when considering the aggregate effects of the communication tower. Although the sight of utilities and other communication facilities are not uncommon in rural areas, the scale of the project tower and its close proximity to public roadways, including Highway 101, would make it visually unique and substantially more noticeable. The tower structure would visually dominate the project site as well as the identified community gateway setting. The proposed approximately 45 antennae and supporting elements would intensify the visual clutter and utilitarian appearance of the tower. The proposed communication tower would likely be one of the more noticeable and identifiable visual elements along the Highway 101 corridor in the County of San Luis Obispo.

Submitted for TAAG Board review

Murray Powell

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TAAG Vice Chair
805-434-0707
510-914-3753

* * * * *

2. **Transportation**—Community member Dorothy Jennings investigated this area of concern. Below are the document recommendations that were unanimously supported by a 7-0 vote by the TAAG Board:

TEMPLETON AREA ADVISORY GROUP
Addressing the Area's Land Use Planning Since 1994
PO Box 1135 Templeton, CA 93465

Draft Environmental Impact Report for the Co-Located Dispatch Facility Project; SCH# 2020090201; Draft August 2021; Appendix A Notice of Preparation and Response; Page A-40 and A-40

TAAG-14	XVII. TRANSPORTATION *Would the project:* *(a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?* Change **No Impact** to **Less than Significant with Mitigation Incorporated**. That is because the following need to be taken under consideration: In the Draft EIR, the [only] access to the North County Center is the Highway 101/North Main Street Interchange. According to a 2015 traffic study the interchange operates at LOS C, ramps failing during PM peak hours. Consistent with the San Luis Obispo County and Caltrans policies, LOS "C" was taken as the general threshold for acceptable/tolerable operations for rural areas, areas within Caltrans jurisdiction, and LOS "D" was taken as the general threshold for areas within the Templeton URL. TRAFFIC ISSUE # 1. Considering the co-location of critical services such as sheriff office, the impact of the LOS D policy at the interchange and/or its vicinity must be analyzed and addressed. Perhaps the policy should be mitigated as part of this co-located dispatch facility. TRAFFIC ISSUE #2. The Main Street interchange and/or its vicinity will likely deteriorate below a LOS D before improvements are scheduled. Given these conditions, the impact of emergency events where traffic, "estimated 150 average daily trips" as described in this draft EIR must be analyzed and mitigated.

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TAAG-15

The Templeton Road Impact Fund (RIF) is currently paying off Certificates of Participation (COP) issued to fund the Vineyard Interchange. In 2008 the RIP incurred a bond debt of $13 million with a 30-year payoff (2038). This debt (Project 09-01) would have to be cleared before any new obligations. The Templeton Road Impact Fund's participation in the Main Street interchange project (Project 09-02) is about $10 million. Unless the Highway 101/46 West interchange project (Project 09-03) with $7 million participation is raised to a higher priority due to unacceptable operations. As a result, Templeton/TAAG will have to decide whether to postpone other eligible road improvements, wait until developer fees accumulate sufficient to meet the $10 million or $7 million reserve level, or go back into debt. Regardless, it appears as if there will be no major improvement to the Main Street interchange in the next twenty to fifty years.

TRAFFIC ISSUE # 3. Considering the co-location of critical countywide services, the Templeton RIF's ability to participate necessitates a realistic timeline is prepared and analyzed in order determine mitigations, such as county contributing to the Main Street interchange project funding as part of the co-located dispatch facility project.

TAAG-16

(d) Result in inadequate emergency access?

Change **No Impact** to **Less than Significant with Mitigation Incorporated**. That is because the following needs to be taken under consideration:

The only access route discussed in this Draft EIR is to and from the Center and Main Street interchange. However, an accident or safety emergency might occur that closes the Main Street interchange and/or Highway 101. Main Street to the south of the Center must be viewed as an "emergency access". Main Street crossing Toad Creek must be traveled regardless of which Highway 101 interchange to the south, Las Tablas or Vineyard, is selected. According to Templeton and Flood Control Study[2] the storm water capacity of these culverts is between a 5 year and 10-year storm. Improvements are described in the Templeton Circulation Study[3].

TRAFFIC ISSUE #4. Considering the co-location of critical county-wide services, which include the sheriff office, the need for an alternate emergency access must be analyzed and mitigated, such as providing funding to improve the drainage facility on Main Street at Toad Creek to a 100-year storm water capacity (the highest Public Works standard) as part of this co-located dispatch facility project.

Notes:
1. 2015 Travel Demand Model (TDM) and Circulation Study Update for the Templeton Community Existing Conditions Report; prepared by Omni Means Engineering Solutions; page 12-13
2. Templeton Drainage and Flood Control Study and Project 8 Addendum, Final Report, February 2014, page 34.
3. Templeton Circulation Study, Capital Improvements Projects List, 12-03, Drainage Facility, Main Street at Toad Creek, Existing Deficiency

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TAAG-17

3. **Drainage/Flood Control**—Delegates Bruce Jones and Murray Powell investigated this area of concern. Below are the document recommendations that were unanimously supported by a 7-0 vote by the TAAG Board:

TEMPLETON AREA ADVISORY GROUP (TAAG)
PROPOSED TEMPLETON AREA CO-LOCATED EMERGENCY SERVICES DISPATCH FACILITY
COMMENTS AND RECOMMENDATIONS REGARDING THE PROJECT'S
DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) RECOMMENDATIONS
SIGNIFICANT ENVIRONMENTAL IMPACTS OF PROJECT STORMWATER DRAINAGE ISSSUES

This proposed TAAG recommendation is in response to public comments to be submitted to the SLO County Public Works Department and other County agencies in connection with the 240-page Draft Environmental Impact Report (DEIR) regarding the SLO County Co- Located Emergency Services Dispatch Facility located North Main Street Templeton. The south boundary of the project site is located in a portion of the Toad Creek watershed that experiences substantial periodic flooding events to adjacent properties to the south and east of the project site and across Main Street. This project and the cumulative effect of the proposed and possible addition of development on this site greatly increase the potential for stormwater runoff and drainage into Templeton's Toad Creek. It is important that there be **no runoff** from this site because of the impact of Toad Creek flooding on offsite property damage in Templeton. Sufficient stormwater retention basins are required on the project to prevent any offsite runoff. An October 4, 2021, from Public Works staff member Monica Stillman indicated that "the project drainage design will be considering up to 50-year storm events; however, a formal drainage plan for the project has not yet been completed." The design of the project's stormwater retention design should be adequate for at least 50-year storm events.

TAAG DISAGREES WITH THIS DRAFT ENVIRONMENTAL IMPACT REPORT'S DETERMINATION THAT STORM WATER DRAINAGE ISSUES AND POTENTIAL FLOODING IMPACTING TEMPLETON'S TOAD CREEK AREA ARE LESS THAN ENVIRONMENTALLY SIGNIFICANT. TAAG RECOMMENDS DENIAL OF THIS CO-LOCATED EMERGENCY SERVICES DISPATCH FACILITY PROJECT'S TEMPLETON HIGHWAY 101 - TEMPLETON MAIN STREET LOCATION

TAAG-18

This 5-acre project site's west boundary borders Highway 101 and Templeton's Main Street "Gateway" entrance from Highway 101 and the North Main Street interchange. The project site is approximately 600 feet south of the101 highway overpass. The DEIR recognizes that the project site is located in a portion of the Toad Creek watershed. (DEIR page 3-4). The DEIR can be viewed at this website site link *Co-Located-Dispatch-Facility-DEIR.pdf .

TAAG-19

The DEIR concludes that the project would be consistent with the drainage goals of an **undefined and undisclosed Design Plan** on the basis that the project design would follow the County's low impact development strategies (County 2017) to ensure stormwater runoff is adequately retained onsite to prevent exacerbation of down-gradient flood conditions. Additionally, the project would not directly affect any drainage channels, culverts, or floodplain areas.

THE FOLLOWING COMMENTS ARE PRESENTED AS SUPPORT FOR TAAG'S RECOMMENDATION TO DENY APPROVAL OF THIS PROJECT.

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TAAG-20

- This TAAG recommendation to deny approval of the project focuses on significant environmental impacts of the project's storm water runoff and drainage issues resulting from the proposed extensive expansion of the project site and the project's detrimental environmental impacts to Templeton's Toad Creek drainage and flooding issues. The California Environmental Quality ACT (CEQA) required a comprehensive CEQA Initial Study that was conducted by SLO County during 2020 . This Study reviewed numerous environmental issues related to the proposed project. The Initial Study documents can be found in the attached DEIR website link above on pages 96-150 of 240. This Initial Study document indicates page numbers A-1 thru A-55. Findings of the Initial Study are intended to form the basis for the DEIR's conclusions concerning potential Environmental Impacts of the project.

TAAG-21

- The Initial Study considered the project's Hydrology and Water Quality environmental effects in Section X (pages A-31 thru A-34). This section of the Study makes the following various comments referring to the apparent existence of the project's "**low-impact development stormwater design**".
  - Long-term erosion and siltation concerns from the proposed development would be addressed in the **proposed low-impact development stormwater design.**
  - The project will increase impervious surfaces at the site. **The project's low-impact stormwater design** would address surface runoff concerns to ensure that the project would not substantially increase the amount or rate of stormwater runoff from the site. **The primary stormwater features would be stormwater detention basins, which would allow runoff from previous areas of the site to percolate into the regional groundwater.**
  - The **proposed low-impact development stormwater design for the project would ensure that stormwater runoff would not exceed the capacity of the system.** The site is not expected to generate substantial sources of pollution. Stormwater controls would be used to treat runoff from paved areas and to protect the proposed diesel fuel storage facility in the event of an accidental spill or release.
  - The project would not directly or indirectly affect the mapped floodplain to the south or any surface waters and would not impede any flood flows.

TAAG-22

TAAG's concerns involve the undefined, undisclosed details of the "**project's low-impact stormwater design plan**". The details of this **Low Impact Stormwater Design Plan**. The Initial Study and the DEIR conclude that the project's water related environmental issues concerning drainage and stormwater issues are "less than significant" and that "no further analyses or mitigation measures are required". Requests to the County Public Works Department for a copy of the Plan and other documentation supporting the DEIR's conclusions were ignored.

TAAG-23

- Of particular interest is the Initial Study's comment above that "**The primary stormwater features would be stormwater detention basins, which would allow runoff from previous areas of the site to percolate into the regional groundwater."** The DEIR makes the following comment on page 3-4 (page 47 of 240) that "The project site is in a portion of the Toad Creek watershed on the west side of Main Street. **The project would be consistent with the drainage goals of the Design Plan because the project design would follow the County's low impact development strategies (County 2017) to ensure stormwater runoff is adequately retained onsite to prevent exacerbation of down-gradient flood conditions."** However, the following comments is made on DEIR page 4-2 (page 74 of 240):

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TAAG-23 continued

"The Initial Study evaluated a conceptual site layout that included the addition of a new stormwater retention basin. Revised analyses confirm that the existing stormwater basin on the parcel is adequate to manage any increase in runoff from the project. Therefore, the proposed stormwater basin has been eliminated from the conceptual site layout plan (Figure 4). The conclusions in the Initial Study pertaining to no significant hydrologic or water quality effects remain valid."

The Initial Study and the DEIR do not disclose any information supporting the conclusion that the size of the proposed or existing water retention basin(s) are adequate to manage increased storm water runoff from the project. In other words, the County altered the conclusions of the Initial Study regarding the need for additional stormwater basin(s) without providing any documentation or explanation for overriding the Study's findings and concluding that an existing water basin is sufficient to prevent stormwater drainage offsite.

TAAG-24

- The reference noted above to the "County's low impact development strategies (County 2017)" appears to refer to a 227-page County Handbook titled "Post Construction Requirements Handbook Strategies for Post-Construction Stormwater Management and Low Impact Development in New Development and Redevelopment." This handbook can be viewed at the following website Microsoft Word - 001 2014_01_09 TOC.doc (ca.gov) . Chapter 3 - Preparing Permit Applications. Page 3-12 of this document requires the submission of a Stormwater Control Plan (SWCP) Application for a proposed project at the time that the project's Land use Permit application is submitted to Planning for processing and approval. This Chapter then states the following:

  "If the Application is approved by Planning, the applicant can proceed in completing the SWCP." Within 30 days of receipt of project application and SWCP, the application will be evaluated for completeness and, if necessary, additional information will be requested."

  "Once found to be complete, an environmental determination will be made on the application to determine if significant environmental impacts could potentially result from the proposed project. Mitigation measures may be required to reduce impacts to a level of insignificance, or an Environmental Impact Report may be required."

  This indicates that a Stormwater Control Plan (SWCP) should have been produced and submitted to Planning as part of the project's initial Land Use Permit application submittal process in 2019. A written request was made to SLO County Public Works for a copy of the project's Stormwater Control Plan (SWCP). This request was rejected with the email reply comment "Thank you for your comments. We will include these in our comments received on the Draft EIR and they will be addressed with the other comments received in the Final EIR."

  It appears that the project's environmental Initial Study and DEIR determination process have been conducted without complying with the production of a Stormwater Control Plan (SWCP) required by the County's Land Use Permit application process.

Submitted for TAAG Board review

Murray Powell
TAAG Vice Chair
805-434-0707

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510-914-3753 (Cell)
October 5, 2021

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TAAG-25

4. Lighting—Delegate Erik Gorham investigated this area of concern. Below are the document recommendations that were unanimously supported by a 7-0 vote by the TAAG Board:

TEMPLETON AREA ADVISORY GROUP (TAAG)
PROPOSED TEMPLETON AREA CO-LOCATED EMERGENCY SERVICES DISPATCH FACILITY
COMMENTS AND RECOMMENDATIONS REGARDING THE PROJECT'S
Lighting

TAAG recommendation, that all lighting proposed for the Templeton area co-located emergency service dispatch facility follow the guidelines set forth by the Templeton-Design Plan. A link to the Templeton-Design Plan is attached below and section V39 is also copied below for reference the Templeton's lighting standards.

Link: https://www.slocounty.ca.gov/Departments/Planning-Building/Forms-Documents/Plans-and-Elements/Community-Plans/Templeton-Community-Plan.aspx

F. LIGHTING, SIGNS, HOURS OF OPERATION AND DRIVE-THROUGH STANDARDS

Introduction

The following are standards that apply to all development subject to a land use permit or any request for a land division within the Templeton Urban Area. These are standards that must be adhered to in all circumstances. Any current violation of the lighting standards shall be brought into compliance within one year of notification by code enforcement.

Standard V.F.1: Lighting

All lighting shall be shielded so that neither the lamp nor the related reflector interior surface is visible from any location off site. All lighting, poles, fixtures and hoods shall be dark colored. No exterior lighting shall be installed or operated in a manner that would throw light, either reflected or directly, in an upward direction except for flags or other objects as specified below. Lighting shall further be designed to meet the following specific criteria.

Light trespass at property line. Illumination from light fixtures on residential zoned property shall not exceed 0.1 foot candles, or on business and commercial property shall not exceed 0.5 foot candles.

Illuminated flags or other objects. Fixtures shall use a narrow cone beam of light that will not exceed 5.0 foot candles nor extend beyond the illuminated object.

Architectural and decorative lighting. visible above the building roofline. Upward directed decorative lighting shall not be

Externally illuminated building identification signs. Signs shall only use shielded light fixtures mounted on top of the sign structure and will not exceed 1 footcandle reflected at 10 feet.

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TAAG-25 continued

Outdoor light fixtures. Shall be directed so that there will be no objectionable direct light emissions. Light fixtures near adjacent property may need shielding to prevent light trespass.

Intent: The intent of the following Standard is to assure that the value of the ambiance of the night sky continues in the Templeton Urban Area.

* * * * *

TAAG Board recommends that these four areas of concern be addressed and plans for mitigation be included before this DEIR is approved.

Respectfully submitted,

Bruce Jones, TAAG Chair

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SLO County Public Works Department
SLO County Planning Department
October 11, 2021

Attn: Monica Stillman
Mjstillman@co.slo.ca.us

Transmitted via Email

COMMENTS OPPOSING THE LOCATION FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) CONCERNING THE TEMPLETON LOCATION OF THE PROPOSED CO-LOCATED DISPATCH FACILITY PROJECT.

TAAG-26

These comments are submitted in connection with the Draft Environmental Impact Report (DEIR) for the above noted proposed Emergency Dispatch Services development project. The undersigned are Templeton Area Advisory Group (TAAG) Board Delegates. These comments are submitted by the undersigned individuals as Templeton area registered voter residents, not as representatives of TAAG due to time constraints that will not allow for a TAAG meeting to approve these comments before the DEIR's public comment expiration date of October 11, 2021 at 5 PM. Please note that the TAAG Board unanimously approved certain recommendations on October 5, 2021 during a Special TAAG Board meeting to review the Templeton location of this project that have already been submitted as DEIR public comments to be considered by the County.

TAAG-27

We support the concept of developing this project to improve the County's Emergency Services Communication systems to 21st century technology standards but oppose the facility's proposed Templeton location for reasons discussed in this comment letter and the opposing TAAG recommendations submitted to the County on October 6th. The project's DEIR arbitrarily rejects consideration of locating the project at the existing County San Luis COC property adjacent to Highway 1 as discussed on DEIR page 6.7 (page 92 of 240) with the following comments:

TAAG-28

6.7 Environmentally Superior Alternative

" As proposed, the (Templeton area) project would result in unavoidable and significant (Class I) impacts as a result of the proposed communication tower, and significant but mitigable (CEQA Class II) impacts from the non-tower components of the project. Any alternative that is environmentally superior would be one that potentially avoids impacts or substantially lessen those impacts and does not introduce new significant impacts or increase the potentially significant impacts that can be addressed with mitigation (Class II). In summary:

• The (existing San Luis) County Operations Center Alternative would have more substantial aesthetic impacts than any of the proposed site due to close proximity to a State designated scenic highway; would require relocation of the Joint Information Center, which would result in increased environmental impacts compared to the proposed project; and would require more complex engineering and construction approaches to address soil conditions that would result in increased project costs and would likely increase environmental impacts. This alternative would potentially have more substantial construction related impacts compared to the proposed project due to the challenging geologic conditions."

TAAG-29

The DEIR fails to describe in any detail the "substantial aesthetic impacts" to State Scenic Highway 1,

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TAAG-29 continued

the impacts of the "relocation of the Joint Information Center (JIC)", the increased project costs incurred due to "more complex engineering and construction approaches to address soil conditions" or "more substantial construction related impacts compared to the proposed project due to the challenging geologic conditions."

Our following comments are the result of additional information that came to our attention on October 7, 2021 regarding an existing 2018 -2038 SLO County Operations Center Master Plan Report prepared by the County in 2017. This comprehensive 2018-2038 Master Plan Report indicates that the Co-Location Dispatch Facilities and Communication Tower now proposed to be established at the Templeton site are planned to be located on the existing County Operations Center (COC) property located adjacent to Camp San Luis and Highway 1 and would adequately serve the County's Emergency Service communication needs at least through 2038 from that location. Obviously a considerable amount of time, effort and expense were incurred by the County in producing this 2018-2038 Master Plan Report that presents the concept of locating the proposed Co-Located Emergency Services Facility on the County's existing COC Highway 1 San Luis property.

TAAG-30

The 2018-2038 County Master Plan (pages 17 & 18) makes the following comments:

EMERGENCY SERVICES

"The County Office of Emergency Services does not anticipate significant changes in its County Operations Center (COC) operations through 2038, and will continue to use the existing Emergency Operations Center. (EOC). Additional parking will be provided for the EOC as a part of the reconfiguration of Sheriff's facilities and EOC first floor area that is vacated after construction of the new Co-Located Dispatch facility will be occupied by Emergency Services functions. Pacific Gas & Electric will maintain its presence at the second floor of the EOC. The current, modular Joint Information Center (JIC) will be removed and a new, permanent JIC will be built closer to the COC entrance.

The new JIC is sized to include a call center and a multi-use conference space and expanded parking is provided to accommodate offsite visitors during meetings or briefings. Timing of the new JIC is subject to funds availability and the need to remove the current building to make way for a new Public Works complex."

INFORMATION TECHNOLOGY

"County Information Technology remains at the same location and both the shop building and site expand slightly. A new Communications Tower is installed and a new Communications Vault for microwave and telephone equipment is built, either adjacent to the tower or adjacent to the shop, depending on technical considerations.

The Communications Shop building and site expand toward Kansas Avenue, but leave an un-built site next to the roadway that can continue to be used for construction offices as COC projects are developed. The new Communications Tower is planned as a multifunction antenna set to be shared with the Co-Located Dispatch facility. The new Communications Vault also needs to accommodate Co-Located Dispatch and will be positioned for proximity or separation requirements determined by the specific equipment installed. The timing of the Communications Shop and site expansion is determined by the need to house new equipment and an additional vehicle, as well as the availability of funding. The new tower will need to proceed in time to serve the Co-Located Dispatch building when occupied. The new

G-16 Co-Located Dispatch Facility Project FEIR

Appendix G

TAAG-30 continued

Communications Vault must be in place before demolition of the existing vault at the Sheriff's complex to accommodate Jail expansion, but is ideally timed concurrently with installation of the new tower and the related underground infrastructure."

The Master Plan Report presents various site plan design options on pages 8 thru 19. Each of these site plans identifies a "New Co-Located Dispatch Center," an "Expanded IT Communications" facility and a "New Communication Tower" located within the existing Camp San Luis - Highway 1 property area.

The DEIR (page 3) makes the following statements concerning the consideration of the project being located on the County-owned COC Kansas Avenue property off Highway 1.

"The project was originally proposed to be located at the County Operations Center at Kansas Avenue, off Highway 1 Northwest of the City of San Luis Obispo. However, that site presented significant challenges, including the need to relocate other existing facilities at the center, soil conditions, and concerns with the aesthetic impacts of the project for travelers along a portion of Highway 1 that is a State designated scenic highway.

The currently proposed project site is proposed because it is on County-owned land, already houses a County sheriff facility, and provides a suitable location for the communication tower in regard to communication (line-of-sight) with other existing communication towers in the region."

The reasons expressed above justify moving the COC facilities to the proposed Templeton site are laughable.

- Soil conditions – The DEIR mentions existing soil conditions as a reason for moving the project from the San Luis COC site to Templeton with references to two 2016 Existing Site Conditions reports. However details of the soil conditions are not described in the DEIR and the two reports disclosing existing conditions are referenced but are not presented in the Master Plan documents and could not be found with an online website search. The County has operated its San Luis Operation Center and countywide communication systems for many years without significant problems related to site soil conditions. The 2018-2038 Master Plan does not mention soil condition problems related to the existing San Luis site.
- The Master Plan discusses five options beginning on page 8 followed by five site plan diagrams for these options on pages 9 thru 13; however, the Plan does not describe the existing facilities and related costs for "relocation" of any of the current existing facilities on the San Luis site.

TAAG-31

- Aesthetic impacts concerning scenic Highway 1 are also not described in the DEIR, but we assume that this is somehow related to a new "Communication Tower." We find it curious that the existing San Luis COC site has provided countywide Emergency Communication Services for years utilizing 60-foot Communication Towers with no apparent concerns that the 60-foot towers are impacting the aesthetic scenic views from scenic Highway 1. Why would a 140 to 160-foot tower be required to serve the new communication facilities at the existing COC San Luis site contemplated by the 2018-2038 County Master Plan if 60-foot towers have provided countywide communication services for many years? The size or height of the "new tower" is not disclosed in the Master Plan.
- The Master Plan obviously considers the San Luis Highway 1 project site area as the acceptable expansion site for this proposed Communication Services project.

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TAAG-31 continued

The 2018-2038 Master Plan's San Luis COC site plan shown on page 22 indicates a "new communication tower." A description of the Tower's size or height is not disclosed in the Master Plan report. Also there are no comments concerning the San Luis site's visual impact of Highway 1 scenic views. Existing communication towers on this site and at the Kansas Avenue site are 60 feet tall, not 140 to 160 feet high as proposed for the Templeton project.

TAAG-32

The San Luis Highway 1 COC site location is centrally located in SLO County as compared to the Templeton North County location. Central location of this project would greatly improve access to the COC operations for all SLO County residents and for County staff employed at the site.

Submitted October 11, 2021

Bruce Jones
Templeton Resident

Murray Powell
Templeton Resident

Erik Gorham
Templeton Resident

Doris Diel
Templeton Resident

John Donovan
Templeton Resident

Scott Shirley
Templeton Resident

G-18 Co-Located Dispatch Facility Project FEIR

Appendix G

TEMPLETON AREA ADVISORY GROUP
Addressing the Area's Land Use Planning Since 1994
PO Box 1135 Templeton, CA 93465
REPORT TO THE COUNTY

TO: County Board of Supervisors: John Peschong, Debbie Arnold, Vicki Janssen, Kathleen Goble
County Planning Department: Trevor Keith, Cheryl Ku
TCSD: Geoff English
Monica Stillman, Steve Neer

CC: TAAG Board members

FROM: Murray Powell, TAAG Board Vice-Chair

SUBJECT: Report of significant recommendations during TAAG's Zoom teleconferenced October 21, 2021 Board meeting

1. TAAG Board unanimously approved deferring consideration of the Tin City Forklift Parade until the November 18, 2021 meeting.

2. TAAG Board unanimously approved deferring consideration of the Jack Creek Road bridge replacement project to a later date when the Environmental Impact Report is completed.

3. TAAG Board unanimously approved public comments regarding the Draft Environmental Impact Report (DEIR) concerning the proposed County Communication Emergency Dispatch Services Facility opposing the project's location at the Gateway 101/ Main Street entrance to Templeton's historic downtown area. (See attached document in Addendum I.

Respectfully submitted,

Murray Powell, TAAG Vice-Chair

ADDENDUM I

G-19 Co-Located Dispatch Facility Project FEIR

Appendix G

TEMPLETON AREA ADVISORY GROUP (TAAG)
TAAG BOARD MEETING
APPROVED RECOMMENDATONS
Thursday October 21, 2021

Approval of Public Comments regarding the Draft Environmental Impact Report concerning the Proposed County Communication Emergency Dispatch Service Facility Opposing the Project's Location at the Gateway 101 – Main Street Entrance to Templeton's Historic Downtown Area.

TAAG submitted comments and recommendations unanimously approved during a Special TAAG Board meeting held on October 5, 2021 associated with the project's Draft Environmental Impact Report (DEIR). TAAG opposes the location of the proposed project's Templeton location adjacent to Highway 101 and Main Street. The TAAG approved October 5th recommendations that have been accepted by the County as DEIR"s public comments can be viewed on the TAAG website. The project's DEIR required submission of public comments by October 11th which prompted the October 5th TAAG Special Board meeting.

Subsequent to TAAG's October 5th Special Board meeting additional information regarding the proposed project was discovered that further supported TAAG's opposition to the Templeton location of the project. Due to TAAG's scheduling and public noticing requirements, a second TAAG Special Board meeting to approve the additional comments could not be convened prior to the October 11th expiration of the DEIR's public comment period.

Attached below are public comments submitted on October 11, 2021 regarding an existing 2018 -2038 SLO County Operations Center Master Plan Report prepared by the County in 2017. This comprehensive 2018-2038 Master Plan Report indicates that the Co-Location Dispatch Facilities and Communication Tower were planned to be established on the existing County owned Operations Center (COC) San Luis City area property located adjacent to Camp San Luis and Highway 1. This County owned COC property has housed various County operations for several decades including Countywide Emergency Communication service facilities. The Master Plan indicates that this existing COC site with new proposed upgraded communication facilities will adequately serve the County's Emergency Dispatch Service Communication needs from this COC location until at least 2038.

TAAG's Board was unable to approve the October 11th recommendation letter presented below by the DEIR's October 11th public comment deadline. This letter was signed by six TAAG Board members as Templeton residents not TAAG members and accepted by the County as public comments to the DEIR. This October 11th letter, presented below, opposing the project's Templeton location

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was unanimously approved by the TAAG Board during its October 21, 2021 publicly noticed Board meeting as submitted and accepted by the County.

TAAG will appreciate the County's acceptance of this Notice of the TAAG Board's Approval of these October 11, 2021 public comments for the DEIR comment record.

Attachment – October 11, 2021 Public Comment Letter

SLO County Public Works Department
SLO County Planning Department
October 11, 2021

Attn: Monica Stillman
Mjstillman@co.slo.ca.us

Transmitted via Email

COMMENTS OPPOSING THE LOCATION FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) CONCERNING
THE TEMPLETON LOCATION OF THE PROPOSED CO-LOCATED DISPATCH FACILITY PROJECT.

These comments are submitted in connection with the Draft Environmental Impact Report (DEIR) for the above noted proposed Emergency Dispatch Services development project. The undersigned are Templeton Area Advisory Group (TAAG) Board Delegates. These comments are submitted by the undersigned individuals as Templeton area registered voter residents, not as representatives of TAAG due to time constraints that will not allow for a TAAG meeting to approve these comments before the DEIR's public comment expiration date of October 11, 2021 at 5 PM. Please note that the TAAG Board unanimously approved certain recommendations on October 5, 2021 during a Special TAAG Board meeting to review the Templeton location of this project that have already been submitted as DEIR public comments to be considered by the County.

We support the concept of developing this project to improve the County's Emergency Services Communication systems to 21century technology standards but oppose the facility's proposed Templeton location for reasons discussed in this comment letter and the opposing TAAG recommendations submitted to the County on October 6. The project's DEIR arbitrarily rejects consideration of locating the project at the existing County San Luis COC property adjacent to Highway 1 as discussed on DEIR page 6.7 (page 92 of 240) with the following comments:

6.7 Environmentally Superior Alternative

" As proposed, the (Templeton area) project would result in unavoidable and significant (Class I) impacts as a result of the proposed communication tower, and significant but mitigable (CEQA Class II) impacts from the non-tower components of the project. Any alternative that is environmentally superior would be one that potentially avoids impacts or substantially lessen those impacts and does not introduce new significant impacts or increase the potentially significant impacts that can be addressed with mitigation (Class II). In summary: •

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> The (existing San Luis) County Operations Center Alternative would have more substantial aesthetic impacts than any of the proposed site due to close proximity to a State designated scenic highway; would require relocation of the Joint Information Center, which would result in increased environmental impacts compared to the proposed project; and would require more complex engineering and construction approaches to address soil conditions that would result in increased project costs and would likely increase environmental impacts. This alternative would potentially have more substantial construction related impacts compared to the proposed project due to the challenging geologic conditions."

The DEIR fails to describe in any detail the "substantial aesthetic impacts" to State Scenic Highway 1, the impacts of the "relocation of the Joint Information Center (JIC)", the increased project costs incurred due to "more complex engineering and construction approaches to address soil conditions" or "more substantial construction related impacts compared to the proposed project due to the challenging geologic conditions."

Our following comments are the result of additional information that came to our attention on October 7, 2021 regarding an existing 2018 -2038 SLO County Operations Center Master Plan Report prepared by the County in 2017. This comprehensive 2018-2038 Master Plan Report indicates that the Co-Location Dispatch Facilities and Communication Tower now proposed to be established at the Templeton site are planned to be located on the existing County Operations Center (COC) property located adjacent to Camp San Luis and Highway 1 and would adequately serve the County's Emergency Service communication needs at least through 2038 from that location. Obviously a considerable amount of time, effort and expense were incurred by the County in producing this 2018-2038 Master Plan Report that presents the concept of locating the proposed Co-Located Emergency Services Facility on the County's existing COC Highway 1 San Luis property.

The 2018-2038 County Master Plan (pages 17 & 18) makes the following comments:

EMERGENCY SERVICES

> "The County Office of Emergency Services does not anticipate significant changes in its County Operations Center (COC) operations through 2038, and will continue to use the existing Emergency Operations Center. (EOC). Additional parking will be provided for the EOC as a part of the reconfiguration of Sheriff's facilities and EOC first floor area that is vacated after construction of the new Co-Located Dispatch facility will be occupied by Emergency Services functions. Pacific Gas & Electric will maintain its presence at the second floor of the EOC. The current, modular Joint Information Center (JIC) will be removed and a new, permanent JIC will be built closer to the COC entrance.
>
> The new JIC is sized to include a call center and a multi-use conference space and expanded parking is provided to accommodate offsite visitors during meetings or briefings. Timing of the new JIC is subject to funds availability and the need to remove the current building to make way for a new Public Works complex."

INFORMATION TECHNOLOGY

> "County Information Technology remains at the same location and both the shop building and site expand slightly. A new Communications Tower is installed and a new Communications

G-22 Co-Located Dispatch Facility Project FEIR

Appendix G

Vault for microwave and telephone equipment is built, either adjacent to the tower or adjacent to the shop, depending on technical considerations.

The Communications Shop building and site expand toward Kansas Avenue, but leave an unbuilt site next to the roadway that can continue to be used for construction offices as COC projects are developed. The new Communications Tower is planned as a multifunction antenna set to be shared with the Co-Located Dispatch facility. The new Communications Vault also needs to accommodate Co-Located Dispatch and will be positioned for proximity or separation requirements determined by the specific equipment installed. The timing of the Communications Shop and site expansion is determined by the need to house new equipment and an additional vehicle, as well as the availability of funding. The new tower will need to proceed in time to serve the Co-Located Dispatch building when occupied. The new Communications Vault must be in place before demolition of the existing vault at the Sheriff's complex to accommodate Jail expansion, but is ideally timed concurrently with installation of the new tower and the related underground infrastructure."

The Master Plan Report presents various site plan design options on pages 8 thru 19. Each of these site plans identifies a "New Co-Located Dispatch Center," an "Expanded IT Communications" facility and a "New Communication Tower" located within the existing Camp San Luis - Highway 1 property area.

The DEIR (page 3) makes the following statements concerning the consideration of the project being located on the County-owned COC Kansas Avenue property off Highway 1.

"The project was originally proposed to be located at the County Operations Center at Kansas Avenue, off Highway 1 Northwest of the City of San Luis Obispo. However, that site presented significant challenges, including the need to relocate other existing facilities at the center, soil conditions, and concerns with the aesthetic impacts of the project for travelers along a portion
of Highway 1 that is a State designated scenic highway.

The currently proposed project site is proposed because it is on County-owned land, already houses a County sheriff facility, and provides a suitable location for the communication tower in regard to communication (line-of-sight) with other existing communication towers in the region."

The reasons expressed above justify moving the COC facilities to the proposed Templeton site are laughable.

- Soil conditions – The DEIR mentions existing soil conditions as a reason for moving the project from the San Luis COC site to Templeton with references to two 2016 Existing Site Conditions reports. However details of the soil conditions are not described in the DEIR and the two reports disclosing existing conditions are referenced but are not presented in the Master Plan documents and could not be found with an online website search. The County has operated its San Luis Operation Center and countywide communication systems for many years without significant problems related to site soil conditions. The 2018-2038 Master Plan does not mention soil condition problems related to the existing San Luis site.

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• The Master Plan discusses five options beginning on page 8 followed by five site plan diagrams for these options on pages 9 thru 13; however, the Plan does not describe the existing facilities and related costs for "relocation" of any of the current existing facilities on the San Luis site.

• Aesthetic impacts concerning scenic Highway 1 are also not described in the DEIR, but we assume that this is somehow related to a new "Communication Tower." We find it curious that the existing San Luis COC site has provided countywide Emergency Communication Services for years utilizing 60-foot Communication Towers with no apparent concerns that the 60-foot towers are impacting the aesthetic scenic views from scenic Highway 1. Why would a 140 to 160-foot tower be required to serve the new communication facilities at the existing COC San Luis site contemplated by the 2018-2038 County Master Plan if 60-foot towers have provided countywide communication services for many years? The size or height of the "new tower" is not disclosed in the Master Plan.

• The Master Plan obviously considers the San Luis Highway 1 project site area as the acceptable expansion site for this proposed Communication Services project.
The 2018-2038 Master Plan's San Luis COC site plan shown on page 22 indicates a "new communication tower." A description of the Tower's size or height is not disclosed in the Master Plan report. Also there are no comments concerning the San Luis site's visual impact of Highway 1 scenic views. Existing communication towers on this site and at the Kansas Avenue site are 60 feet tall, not 140 to 160 feet high as proposed for the Templeton project.

The San Luis Highway 1 COC site location is centrally located in SLO County as compared to the Templeton North County location. Central location of this project would greatly improve access to the COC operations for all SLO County residents and for County staff employed at the site.

Submitted October 11, 2021

Bruce Jones
Templeton Resident

Murray Powell
Templeton Resident

Erik Gorham
Templeton Resident

Doris Diel
Templeton Resident

John Donovan
Templeton Resident

Scott Shirley
Templeton Resident

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Appendix G

From: Bruce Jones
To: Steve Neer; Monica J. Stillman; Joshua R. Roberts
Subject: [EXT]Letter sent to TAAG regarding Co-Located Dispatch Facility DEIR
Date: Friday, September 17, 2021 11:29:45 AM

ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

This letter was received by TAAG on September 16, 2021 from Dorothy Jennings.

September 16, 2021 Templeton Area Advisory Group Subject: TAAG Meeting September 16, 2021; Review of the Draft Environmental Impact Report for the County of San Luis Obispo Department of Public Works proposed Co-Located Dispatch Facility project located at 350-358 N. Main St., Templeton, CA 93465 Dear Chairman Jones and TAAG members: I request the following be added to TAAG's recommendations At a minimum, the storm water capacity facility under Main Street at Toad Creek should be improved to meet Public Works standard, which is a 50 year to 100 year capacity. Since the North County Facility is adding new critical operation facilities to existing emergency and safety operations, TAAG recommends that Public Works use the highest 100 year storm water capacity standard when upgrading this deficient Main Street crossing of Toad Creek. Why this recommendation is important According to the Templeton Drainage and Flood Control Study and Project 8 Addendum, Final Report dated February 2014 (page 34): "Flooding of the [Main] street is a potential public safety hazard because large floods can impede access of emergency vehicles on Main Street which is an arterial route for the community of Templeton." The Drainage and Flood Control Study recommended that improvements were needed on Main Street at Toad Creek to increase full storm water capacity which currently is between a 5 year and 10 year storm. However the proposed improvements would not meet Public Works minimum standard, which is s 50 year to 100 year storm water capacity. This project along with other road improvements discussed in the above Study was deemed important enough by TAAG to request addition to the Templeton Circulation Plan in 2012. It is Project 12-03. It is identified in the Templeton Capital Improvement Project Table as an existing deficiency. Therefore, Templeton development fees cannot be used. This deficiency is described as the Drainage Facility, Main Street at Toad Creek. The estimated cost is stated to be $350,000. Further support for Project 12-03 can be found in the TAAG Toad Creek Watershed Report dated February 2013 (page 16). Thank you for your consideration, Dorothy Jennings djennings@tcsn.net

DJ-1

G-25 Co-Located Dispatch Facility Project FEIR

Appendix G

From: Bruce Jones
To: Monica J. Stillman; Steve Neer; Erik Gorham; Erik Gorham; Dede Davis; Dede Davis; Murray Powell; Scott Shirley; John Donovan; Doris Diel; Christine Nelson; diennings_tcsn.net
Subject: [EXT]Fwd: Letter for Proposed Dispatch Facility
Date: Wednesday, September 29, 2021 1:10:52 PM
Attachments: Davis prop and Templeton flooding 12-19-10.docx
North Main St Templeton-1992.pdf

ATTENTION: This email originated from outside the County's network. Use caution when opening attachments or links.

Monica Stillman, this letter came to TAAG regarding the Co-Located Dispatch Facility DEIR.
Bruce Jones TAAG chair cc: TAAG delegates

---------- Forwarded message ---------
From: **patmarboarding@yahoo.com** <patmarboarding@yahoo.com>
Date: Tue, Sep 28, 2021 at 5:11 PM
Subject: Letter for Proposed Dispatch Facility
To: Templeton AAG <templetonaag@gmail.com>, Bruce Jones <bnj13536@gmail.com>

To Whom It May Concern,

J&M-1 The proposed Dispatch Facility will be located directly West of our property. We agree that this is a great asset to our county but poor placement due to high visibility from 101 and surrounding residential/agricultural area. The project looks more industrial and would be better suited for such an area.

J&M-2 The lighting is a concern for us, as well as a flashing light on the tower.

J&M-3 Any asphalt or concrete placed in Templeton has an impact on Toad Creek. Displacing your water on your neighbors property is apparently illegal but as the town develops we take all the water. The water in Templeton has caused great damage to the creek and now the Salinas River is also eating away at the property. The county DOES NOT maintain the river or creek nor is it responsible for damages to property. The land owners are responsible for all maintenance and not able to properly maintain anything. The Templeton Ranch development was recently built and due to their new culverts Toad Creek saw the most damage ever in one storm. We have seen Main Street flood and so much more over the years.

J&M-4 Traffic safety is a great concern in Templeton. Certain times of day are very congested on Main. Since the stop sign was put on North Main at Ramada Drive it restricts the flow of traffic out of the area. Without the overpass improvement project, this part of town cannot possibly handle any more traffic. There is no light at the driveway and that would be beneficial for a project like this but not practical at that location. A great location for a dispatch facility would be off Kansas Ave in SLO where there are already county buildings and a stop light.

We feel that this project will have too many negative impacts at this proposed location. We have been here for 70 years and there are many needed improvements before we can sustain more growth.

G-26 Co-Located Dispatch Facility Project FEIR

Appendix G

We have attached flood pictures from December 2010 and from 1992.

Sincerely,

The Jones and Miller Families

Attached photographs of flooding:
17 pages of photographs "Davis Property and Templeton Flooding 12-19-10"
10 pages of photographs "North Main St Templeton - 1992"

Davis Property and Templeton Flooding 12-19-10

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Appendix G

Toad Creek Photos

December 19, 2010

Taken between 12:30 and 1:00 PM

With approximately 4” of rain

By Jennifer Jones

805-434-5321

Templeton, CA

G-28 Co-Located Dispatch Facility Project FEIR

Appendix G



Miller Drilling Bank looking toward Davis Property

G-29 Co-Located Dispatch Facility Project FEIR

Appendix G



East side of Train Bridge

G-30 Co-Located Dispatch Facility Project FEIR

Appendix G



Last ½ mile of Toad Creek before Salinas River

G-31 Co-Located Dispatch Facility Project FEIR

Appendix G



White water in the last ½ mile of Toad Creek



Toad Creek entering Salinas River

G-32 Co-Located Dispatch Facility Project FEIR

Appendix G



Salinas River North of where Toad Creek enters

G-33 Co-Located Dispatch Facility Project FEIR

Appendix G





West Side of Main St. across from Davis Property

G-34 Co-Located Dispatch Facility Project FEIR

Appendix G



West Sides water entering culverts under Main St.



Davis Property looking towards Toad Creek

G-35 Co-Located Dispatch Facility Project FEIR

Appendix G





Toad Creek From Miller Drilling, looking South along Davis Property & East between two properties



G-36 Co-Located Dispatch Facility Project FEIR

Appendix G



Bridge at Florence Street

G-37 Co-Located Dispatch Facility Project FEIR

Appendix G



Salinas Ave. street view towards Eddy

G-38 Co-Located Dispatch Facility Project FEIR

Appendix G



Salinas Ave. looking towards Hawley

G-39 Co-Located Dispatch Facility Project FEIR

Appendix G



Salinas Avenue

G-40 Co-Located Dispatch Facility Project FEIR

Appendix G



Salinas Avenue



Salinas Ave. Bridge at Eddy Street

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Salinas Avenue Bridge at Eddy Street

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Cayucos & Horseman

G-43 Co-Located Dispatch Facility Project FEIR

Appendix G

North Main St Templeton - 1992

G-44 Co-Located Dispatch Facility Project FEIR

Appendix G



Scanned with CamScanner

G-45 Co-Located Dispatch Facility Project FEIR

Appendix G



Scanned with CamScanner

G-46 Co-Located Dispatch Facility Project FEIR

Appendix G



Scanned with CamScanner

G-47 Co-Located Dispatch Facility Project FEIR

Appendix G



Scanned with CamScanner

G-48 Co-Located Dispatch Facility Project FEIR

Appendix G



Scanned with CamScanner

G-49 Co-Located Dispatch Facility Project FEIR

Appendix G



Scanned with CamScanner

G-50 Co-Located Dispatch Facility Project FEIR

Appendix G



Scanned with CamScanner

G-51 Co-Located Dispatch Facility Project FEIR

Appendix G



Scanned with CamScanner

G-52 Co-Located Dispatch Facility Project FEIR

Appendix G



Scanned with CamScanner

G-53 Co-Located Dispatch Facility Project FEIR

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Scanned with CamScanner

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Appendix G

Table G-1 Response to Comments

Respondent	Comment #	Response
County of San Luis Obispo Air Pollution Control District	APCD-1	Comment noted. No response necessary.
California Highway Patrol	CHP-1	Comment noted. No response necessary.
Templeton Area Advisory Group (TAAG) Comment Letter #1 October 5, 2021	TAAG-1	Comment noted. No response necessary.
	TAAG-2	Comment noted. No response necessary.
	TAAG-3	Comment noted. TAAG recommends denial of the project based on the significant and unavoidable impacts resulting from the communication tower component of the project.
	TAAG-4	Comment summarizes text from the DEIR without objection. No response necessary.
	TAAG-5	Comment summarizes text from the DEIR without objection. No response necessary.
	TAAG-6	Comment summarizes text from the DEIR without objection. No response necessary.
	TAAG-7	Comment summarizes text from the DEIR without objection. No response necessary.
	TAAG-8	Comment summarizes text from the DEIR without objection. No response necessary.
	TAAG-9	Comment summarizes text from the DEIR without objection. No response necessary.
	TAAG-10	Unlike Section 3.2.1and 3.2.3 and the Aesthetics discussion in Section 4.2, Section 3.2.2 mistakenly does not distinguish between the tower component of the project and the other components. The Final EIR has been revised to be consistent with those sections. The FEIR states as follows: *"The North County Area Plan encourages development that is consistent with the north county historical character and heritage, which would be implemented in the project design details for the non-tower portions of the project."*

Appendix G

		This modification does not alter the scale or significance of the aesthetic impacts identified in Chapter 4.
	TAAG-11	Comment summarizes text from the DEIR without objection. No response necessary.
	TAAG-12	Comment summarizes text from the DEIR without objection. No response necessary.
	TAAG-13	Comment summarizes text from the DEIR without objection. No response necessary.
	TAAG-14	In Traffic Issue #1 and #2 the commenter notes that undesirable LOS at the Main at 101 interchange must be addressed as part of the project, and that due to undesirable LOS, if an emergency situation occurs at peak hours, it may be difficult for emergency vehicles/staff to access the project site. In regard to LOS at the Main at 101 interchange, based on the 2017 Templeton Circulation Study, the Highway 101 northbound and southbound off-ramp queues would not exceed the available storage during the AM peak hour. Storage length including deceleration is exceeded during the PM peak hour, but the off-ramp queues would not be expected to reach the gore point (i.e., beginning of off-ramp). The estimated project-related trip generation is significantly below the level assumed in the Templeton Circulation Study and would not be expected to impact intersections beyond the level analyzed in the Circulation Study. In regard to the PM peak, the project is expected to generate fewer than 10 PM peak hour trips and would not be expected to significantly impact queues or intersection operations. Traffic studies are not typically required for projects generating fewer than 50 peak hour trips; however, in an abundance of caution, the County had a memorandum prepared by a qualified consultant for the project. The memorandum confirmed the conclusions in the Initial Study and DEIR are accurate (See Attachment A, Transportation Review Memorandum). In regard to access during emergency situations, it is true that if vehicles try to access the project site from the north during peak hour in an emergency situation they may be delayed due to interchange traffic; however, the expected delay is not a result of the proposed project, which would not significantly impact intersection operations during peak hours. The project also does not represent a significant impact to Transportation or Safety because emergency vehicles already come equipped with lights and sirens that warn drivers to "pull to the right", and there is a relatively wide shoulder on southbound Main Street where emergency vehicles could pass in an emergency situation.

Appendix G

	TAAG-15	In Traffic Issue #3, the commenter describes funding delays that could affect when the Main at 101 interchange improvements are constructed, and suggests that the County contribute funds to the interchange improvement project as mitigation for project-related impacts. As described in the response to TAAG-14, the project would contribute fewer than 10 PM peak hour trips to the Main at 101 interchange, and would not significantly impact intersection operations. Generally speaking, as policy, County-funded projects do not contribute to the County Road Impact Fund program. As of the 2019 CEQA Guidelines, LOS has been replaced with Vehicle Miles Traveled (VMT) for evaluation of transportation impacts. The DEIR evaluated VMT, and no revisions pertaining to LOS are warranted.
	TAAG-16	The project would not contribute stormwater runoff to the Main Street crossing of Toad Creek (refer to Response to TAAG-17 below). Project sponsors including the County of San Luis Obispo Sheriff's Office, California Department of Forestry and Fire Protection and County of San Luis Obispo Fire Department, and the County of San Luis Obispo Department of Agriculture, have confirmed that they have reviewed the DEIR and comments received and do not have a significant concern with emergency access to the project site. As the site tenants and local experts on emergency response, this confirms that the project would not have a significant impact to Transportation or public safety, and no mitigation is required. (See Attachment B, Emergency Access Coordination.)
	TAAG-17	As noted by the commenter, the County has indicated that the project would be consistent with the County Public Improvement Standards (2019), which typically address conditions associated with a 50-year storm. The standard utilizes a rainfall rate from a theoretical 50-year event developed by the County Flood Control District, and it also mandates a conservative assumption that the 'peak' hourly precipitation rate proceeds over the entire storm duration. This methodology generally results in a greater retention (storage) volume than would be predicted by other standard methods. For example, • County method 50-year storm: storm event of 0.58" per hour for 10 hours analyzed by the required 'Rational Method' results in a required retention volume of approximately 20,000 cubic feet (0.46 acre feet) per acre. • NOAA Data 100-year event: storm event of 4.98" of precipitation falling within 12 hours results in a required retention volume of approximately 18,000 cubic feet (0.41 acre feet) per acre. Therefore, the County standard will result in a project design that will contain a greater volume than expected for a typical 100-year rainfall event as recognized by other agencies. The increased runoff from the project will be accommodated in the existing stormwater basin (which is approximately 0.25 acre in size

Appendix G

		and approximately 6 feet deep), to be expanded if needed. The current plans provide additional space for detention basin expansion on the project parcel if necessary. Stormwater would only be released from the site in the event of an extreme flooding event considered so unlikely that such scenarios were not studied in the Templeton Drainage and Flood Control Study (2014). The County's stormwater retention requirements from the Public Improvement Standards (2019) have been included in the project's design-build contract request for proposals, will be included in the contract award, and will be implemented at each iteration of the project design. This will ensure that the project will not significantly impact hydrology in the Toad Creek watershed.
	TAAG-18	Comment summarizes text from the DEIR without objection. No response necessary.
	TAAG-19	Refer to response to TAAG-17. No revisions to the DEIR are warranted.
	TAAG-20	Comment summarizes text from the DEIR without objection. No response necessary.
	TAAG-21	Comment summarizes text from the DEIR without objection. No response necessary. Additional information regarding drainage issues may be found in response to TAAG-17.
	TAAG-22	The Initial Study relied primarily on the fact that the project would need to comply with drainage design standards to reach conclusions regarding drainage impacts. There is no indication the amount of impervious surface proposed would result in stormwater runoff in exceedance of county standards and/or contribute significantly to flooding lower in the watershed. As noted in the response to TAAG-17, the final drainage design will be based on conservative "50-year storm" parameters that are implemented community-wide by the Department of Public Works. There is an existing approximately 0.25-acre detention basin onsite that can likely accommodate the volume of detention required. The current design would leave room for additional storage onsite if determined necessary as the project is refined.
	TAAG-23	Comment noted. Refer to responses to TAAG-17 and 22.
	TAAG-24	As stated in DEIR Section 2.11 (Table 1), County projects on County-owned parcels are exempt from the need to obtain a land use permits from the County Planning and Building Department. The County will conduct appropriate, detailed stormwater analyses and develop a comprehensive stormwater management

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		system for the project as the project is refined. There is no indication that the project site could not accommodate the required facilities. Refer to details in response to TAAG-17. No revisions to the DEIR are required.
	TAAG-25	The DEIR evaluates compliance with the community's lighting standards in Appendix E, including each of the lighting standards from Standard V.F.1 listed in TAAG's comment letter. Appendix E confirms that these standards will be incorporated into the project's final design. No revisions to the DEIR are warranted.
TAAG Comment Letter #2 October 11, 2021	TAAG-26	Comment noted. No revisions to the DEIR are warranted.
	TAAG-27	Comment noted. Chapter 4 of the DEIR includes an alternatives analysis that considers a reasonable range of alternatives. The section indicates that the status of Highway 1 (i.e. State Designated Scenic Highway) is a consideration when identifying potential aesthetic impacts. The designation informs what the viewer's expectation would be for a particular location. In other words, persons driving on a designated Scenic Highway would have a very high expectation that the viewshed would be highly scenic. In fact, the intent of the program as described in the State's 2008 Scenic Highway Guidelines is to "*establish the State's responsibility for the protection and enhancement of California's natural scenic beauty by identifying those portions of the State highway system which, together with adjacent scenic corridors, require special conservation treatment.*" Further, the Initial Study checklist specifically requires a CEQA analysis to consider state scenic highways in the context of the analysis. It should be noted that the Visual Impact Assessment does not discount the aesthetics of the proposed project location and rates it "moderately high". This is one reason why the aesthetic impacts of the tower would be significant and unavoidable even at the proposed project location. The analysis in the Alternatives Analysis chapter is primarily qualitative, but it is not arbitrary.
	TAAG-28	Comment repeats text in the DEIR without any comment or objection. No response is needed.
	TAAG-29	Pursuant to CEQA Guidelines Section 16126.6, the alternatives analysis in an EIR "shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project." The DEIR concludes that the project would have unavoidable, significant effects to aesthetics as a result of the proposed communication tower. The County Operations Center alternative may feasibly attain most of the basic objectives of the project, but it would not avoid or substantially lessen the significant aesthetic effects of the project. It would also introduce additional potentially significant effects not identified for the

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		Templeton site (e.g., increased development footprint due to need to relocate existing facilities, potential seismic hazards, and potential groundwater impacts). Because the County Operations Center alternative would not avoid or lessen the significant aesthetic effects of the project, or any other significant impacts, these other factors serve as supporting information in the alternatives analysis and allow for a meaningful analysis and discussion, but do not need to be described or analyzed in detail in the EIR. No revisions to the DEIR are warranted.
	TAAG-30	The COC was considered an appropriate location for the co-located dispatch center in the 2017 Master Plan. The Master Plan provide preliminary, pre-engineering consideration of issues that receive greater study in technical surveys and reports when a project is moved forward into more definitive planning stages. For example, the Master Plan's preferred site for the co-located dispatch center was, upon more detailed analysis, determined to be unsuitable for the communications tower, requiring evaluation of alternate sites. By 2018 the County had identified technological challenges that made siting the communications tower at the COC more difficult than previously anticipated. See Attachment C for background studies, including an Office of Emergency Services summary of a communication tower survey at the COC (OES 2018), a County memo summarizing those challenges and identifying the limited locations available for the tower (County 2018), and a preliminary visual assessment of the tower impacts at COC (SWCA 2019). The preliminary visual assessment identified the potentially significant aesthetic resources, including that the tower would silhouette above the Morros from multiple vantage points, as well as be inconsistent with County, State Scenic Highway and National Scenic Byway policies.
	TAAG-31	Please refer to TAAG-30 above for more information about the potential tower impacts at the COC. DEIR Section 6.5 describes why a 140-foot-high communication tower is required for the project: "The alternative of installing two shorter towers was proposed to reduce the visual impacts of the tower." Co-locating multiple dispatch facilities increases the number of attachments required for the communication tower. A shorter tower may be suitable for existing functions at other sites, but would not fulfill the project objectives. Similarly, as concluded in Section 6.5, two shorter towers would not be feasible at the Templeton site. In regard to the existing 60-foot-high communication tower at the County Operations Center, due to a combination of factors it is not highly visible from Highway 1. It is set against the lower portion of a forested hillside to the south (rear of the developed portions of the complex when viewed from Highway 1). It does not silhouette against any of the prominent, scenic ridgelines visible in this area. It is obscured from many angles by existing buildings and vegetation. It is set back from Highway 1 to an extent that where it is visible from Highway 1, it appears much smaller than existing trees and structures closer to Highway 1. Perhaps most importantly, it has been a feature of the landscape for many years and therefore is considered part of

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		the baseline visual setting.
	TAAG-32	A central County location for the project is not a project objective. Project objectives are provided in DEIR Section 2.4, and positive attributes of the proposed Templeton site are described in Section 2.3.
Dorothy Jennings	DJ-1	Please refer to the response in TAAG-17. The project will not significantly contribute to flooding in Toad Creek at Main Street. There is no nexus between the proposed project and the improvements recommended in DJ-1.
Jones and Miller Families	J&M-1	As described in DEIR Section 4.2.3.4, the non-tower portions of the project would be designed to be generally compatible with the visual character of the existing buildings on the parcel. The DEIR acknowledges the utilitarian or industrial appearance of the tower (e.g., Section 3.3; Section 4.2.3.4, Impact AR-3; Section 4.2.3.6, Impact AR-6) and determines that the project would have unavoidable significant impacts to aesthetics.
	J&M-2	As described in the DEIR, the project lighting would be designed to comply with the Templeton Design Standards to the maximum extent possible to reduce off-site, nighttime light pollution (e.g., DEIR Section 4.23.5, Impact AR-4 and Mitigation Measure AR-4; Appendix E, Project Consistency with Templeton Community Design Standards for Lighting (page E-3)). Facility lighting details would be developed as part of the detailed project design. The project design would comply with the community standards except if not feasible because of safety requirements resulting from the essential services nature of the project. As described in DEIR Section 4.23.5, the County does not expect to have to install lighting on the communication tower. If tower lighting is required by the Federal Aviation Administration, an Airplane Detection Lighting (ADL) system would be used to reduce the amount of time the tower lighting is on, to reduce nighttime light pollution.
	J&M-3	See response to Comment TAAG-17. As described in the DEIR, the Project would be designed to retain stormwater runoff on site in compliance with County flood control standards, so as not to worsen down-gradient Toad Creek drainage problems.
	J&M-4	See response to Comment TAAG-14 regarding traffic-related impacts of the project being de minimis at the Main at 101 interchange. Additionally, out of an abundance of caution., North Main Street traffic levels (Average Daily Traffic or ADTs) from County sources, traffic collision data, and the project parcel access drive line-of-sight were further evaluated by a qualified consultant Conclusions were that the North Main Street roadway cross section (center left turn lane, two travel lanes, and bike lanes) meets County standards, that the interchange meets County line-of-site standards for the posted speed limit, and that the project access drive is well below the State standard for minimum side-street volumes that would warrant additional traffic controls. (See Attachment A, Transportation Review Memorandum.)

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ATTACHMENTS

Attachment A. Transportation Review Memorandum, June 22, 2022

Central Coast Transportation Consulting. 2022. Co-Located Dispatch Facility, Templeton Transportation Review Memorandum. Prepared for County of San Luis Obispo Department of Public Works, dated June 22, 2022.

Attachment B. Emergency Access Coordination

a) County of San Luis Obispo Department of Agriculture letter to Steve Neer, County of San Luis Obispo Department of Public Works dated May 11, 2022

b) County of San Luis Obispo Sheriff's Office Memorandum to San Luis Obispo County Public Works Environmental Programs Division dated June 1, 2022

c) California Department of Forestry and Fire Protection and County of San Luis Obispo Fire Department Co-Located Dispatch Site TAAG-16 Comment Response letter dated June 16, 2022

Attachment C. Response to Comments References

County of San Luis Obispo Department of Public Works, 2018. Recommendations for Alternative Siting of the Sheriff and CalFire Co-Located Dispatch Facility, Memorandum dated October 12, 2018, from Stephen Neer, Project Manager, to Public Works Design Division, Co-Located Dispatch Facility Steering Committee, and others.

Office of Emergency Services, 2018. Communications Tower Survey Summary for Co-Located Dispatch Center in San Luis Obispo County. Prepared by Kimball Yan, Associate Telecommunications Engineer.

SWCA, 2019. County of San Luis Obispo Dispatch Center Tower Project Visibility and Potential Visual Effects

Appendix G

Attachment A

Transportation Review Memorandum

Central Coast Transportation Consulting
Traffic Engineering & Transportation Planning

MEMORANDUM

Date: June 22, 2022

To: Steve Neer, San Luis Obispo County Public Works

From: Michelle Matson and Joe Fernandez, CCTC

Subject: Co-Located Dispatch Facility, Templeton (APN 040-201-038) – Transportation Review

This memorandum summarizes the transportation review for the proposed Co-Located Dispatch Facility Project on North Main Street in Templeton in the unincorporated area of San Luis Obispo County. The conceptual site plan is attached.

SUMMARY

The Draft Environmental Impact Report (DEIR) estimated fewer than 110 net new daily trips under typical operations and up to 150 daily trips under emergency operations for buildout of the site. Typical operations would not be expected to significantly impact vehicle miles traveled (VMT). Many jurisdictions consider essential services that support health, safety, and welfare to be exempt from VMT analysis since their trips are non-discretionary. VMT is not analyzed for emergency or non-typical conditions.

The proposed project's typical operations would generate less than 20 percent of the daily trips estimated in the Templeton Circulation Study. Buildout of the site with existing uses would also generate fewer trips than were estimated in study and would not be expected to impact intersections beyond the level analyzed.

In addition, the currently proposed Co-Located Dispatch Facility would be expected to generate fewer than ten PM peak hours trips and would not significantly impact intersection operations.

We recommend the project continue to stagger start times throughout the day as done at existing facilities. We also recommend the project minimize shift changes and trips during the PM peak hour to the maximum extent feasible. Emergency personnel will need to operate on demand as needed.

We also recommend that the existing project driveway be upgraded to meet current County Standard B3 series driveway standards.

PROJECT DESCRIPTION

The project site is zoned for Public Facilities and currently has a County Sheriff Department building and a County Department of Agriculture building. The proposed project would construct an approximately 18,000-square-foot Essential Services Emergency Dispatch building with dispatching centers, staff offices, dormitory, and other ancillary facilities for 15 to 30 personnel. Future buildout of the site may include an additional Department of Agriculture building for up to 10 personnel.

The project consists of a consolidation of the existing County's Sheriff's Office Dispatch Center and the California Department of Forestry and Fire Protection (CalFire) and County Fire Department's Emergency Command Center (ECC). These functions are currently being served from other sites in the County and would be relocated to the new facility.

The new Sheriff's Dispatch will be open 24-hours a day and start times will be staggered throughout the day. At the current dispatch facility, no more than two people start at the same time. Additionally, the new building

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will have approximately five full-time administrative positions and the employee trips could occur during the peak hours. Cal Fire anticipates that up to five employees could arrive or depart during the AM peak hour; however, there is no current shift change during the PM peak hour. Therefore, the current proposed Co-Located Dispatch Facility would be expected to generate fewer than ten PM peak hours trips.

The future Department of Agricultural Building may have more typical hours with employee trips occurring during the AM and PM peak hour.

EXISTING TRANSPORTATION CONDITIONS

Main Street is a two to three-lane arterial with Class II bike lanes and intermittent sidewalks. The posted speed limit is 40 miles per hour (MPH) adjacent to the project site. The available average daily traffic (ADT) on Main Street north of Creekside Ranch Road is summarized in the following table.

Main St north of Creekside Ranch Rd ADT

Date	ADT	Source
November 2005	7,834	Public Works website[1]
June 2006	7,700	Public Works website[1]
May 2015	6,550	Public Works website[1]
May 2015	7,199	Templeton Circulation Study[2]
June 2020	5,783	Public Works website[1]

1. Source: SLO County Public Works (https://www.slocounty.ca.gov/Departments/Public-Works/Forms-Documents/Transportation/Traffic-Count-Data.pdf)
2. Source: 2017 Templeton Circulation Study.

The ADT has fluctuated over the past 20 years with the highest ADT in November 2005.

San Luis Obispo Regional Transit Authority (SLORTA) Route 10 provides service from San Luis Obispo to Paso Robles. However, the only stops in Templeton are located on Las Tablas Road west of US 101.

PROJECT CONDITIONS

The following sections summarize the site access and circulation, VMT, and the Templeton Circulation Study.

Site Access & Circulation

The site is currently occupied by the Sheriff's and Agriculture Department. The proposed project will expand uses on the property and use the existing driveway on Main Street. The existing project driveway does not have curb ramps or tactile domes and does not meet current County Standards.

CCTC observed the sight distance at the existing driveway in June 2022. County Standard A-5a specifies a minimum corner sight distance of 440 feet for 40 MPH, the posted speed limit. Corner sight distance at the driveway exceeds the posted speed limit and is sufficient to accommodate the design speed.

Traffic collision data was obtained from the Statewide Integrated Traffic Records System (SWITRS) for Main Street in the vicinity of the project. From 2016 to 2021, two collisions were reported on Main Street south of Ramada Drive to north of Creekside Ranch Road. One collision adjacent to the project site, was a solo vehicle fixed object collision due to unsafe speed in a construction or repair zone. The other collision reported 900 feet south of Ramada Drive was a sideswipe collision due to unsafe speed and loose material on the roadway; however, the GPS coordinates of the collision were 900 feet north of Main Street. There is no apparent collision pattern and no additional recommendations.

The California Manual on Uniform Traffic Control Devices (CAMUTCD) contains provisions for the installation of multi-way stop control and traffic signals. The project driveway would be well below the minimum side street volumes required for additional traffic control. The existing roadway cross section with a center left turn lane, two travel lanes, and bike lanes meets County Standards.

We recommend reconstructing the driveway to current County Standard B3 series driveway standards. There are no additional recommendations based on the sight distance or collision history.

Vehicle Miles Traveled

In 2021, the County released draft guidelines for evaluating transportation impacts using VMT consistent with recently mandated changes to the California Environmental Quality Act (CEQA). The guidelines describe screening criteria for projects presumed to have a less-than-significant impact. Small projects consistent with the General Plan and generating fewer than 110 daily trips are presumed to have a less-than-significant impact. Level of service (LOS) is no longer used for CEQA analysis.

The DEIR noted that the project would alter the commute miles of personnel currently at other locations in the County and estimated that, "average daily trips to the site for normal (110) and emergency (150) operations would be offset on a County-wide basis by a corresponding decrease in daily trips from the locations currently serving the same functions." Therefore, the project would be expected to generate less than 110 net new daily trips under typical operations and expected to have a less than significant impact on VMT as noted in the DEIR.

Many jurisdictions consider essential services that support health, safety, and welfare to be exempt from VMT analysis since their trips are non-discretionary. In addition, SLOCOG's Regional Transportation Plan (Figure 13-7) shows an existing jobs-housing imbalance within subregions, with the Central County subregion having more than two jobs per housing unit and all other subregions having less than one job per housing unit. This imbalance causes congestion and increases trip lengths as commuters travel to and from the Central County for work. Adding jobs to the proposed site improves the regional jobs-housing balance and is consistent with the RTP.

Templeton Circulation Study

The parcel is included in the Templeton Circulation Study (Omni-Means, 2017) in traffic analysis zone (TAZ) 458 with three additional primarily vacant commercial retail (CR) parcels. Under 2035 conditions, 578 daily government trips were included in the TAZ. Therefore, the estimated project trip generation is significantly below the level assumed in the Templeton Circulation Study and would not be expected to impact intersections beyond the level analyzed in the Study.

Caltrans controls the ramp terminals at the US 101/Main Street interchange and has eliminated LOS consistent with SB 743 and now relies on VMT and safety to evaluate transportation impacts. Under Cumulative Conditions in the Circulation Study the US 101 Northbound and Southbound off-ramp queues would not exceed the available storage length during the AM peak hour and although the storage length including deceleration is exceeded during the PM peak hour, the off-ramp queues would not be expected to reach the gore point (i.e., beginning of off-ramp).

The currently proposed Co-Located Dispatch Facility would be expected to generate fewer than ten PM peak hour trips. A portion of project trips would use Main Street south of the project and the low number of trips added to the Main Street Interchange would not be expected to significantly impact queues (i.e., increase by an

additional vehicle) or intersection operations. Traffic studies are not typically required for projects generating fewer than 50 peak hour trips.

We recommend the project stagger start times throughout the day consistent with existing facilities. We also recommend the project minimize shift changes and PM peak hour trips to the maximum extend feasible. Emergency personnel will need to operate on demand as needed.

ATTACHMENTS

Site Plan

REFERENCES

California Governor's Office of Planning and Research (OPR). December 2018. Technical Advisory on Evaluating Transportation Impacts in CEQA.

County of San Luis Obispo. July 2016. San Luis Obispo County Bikeways Plan.

_____. June 2019. Public Improvement Standards.

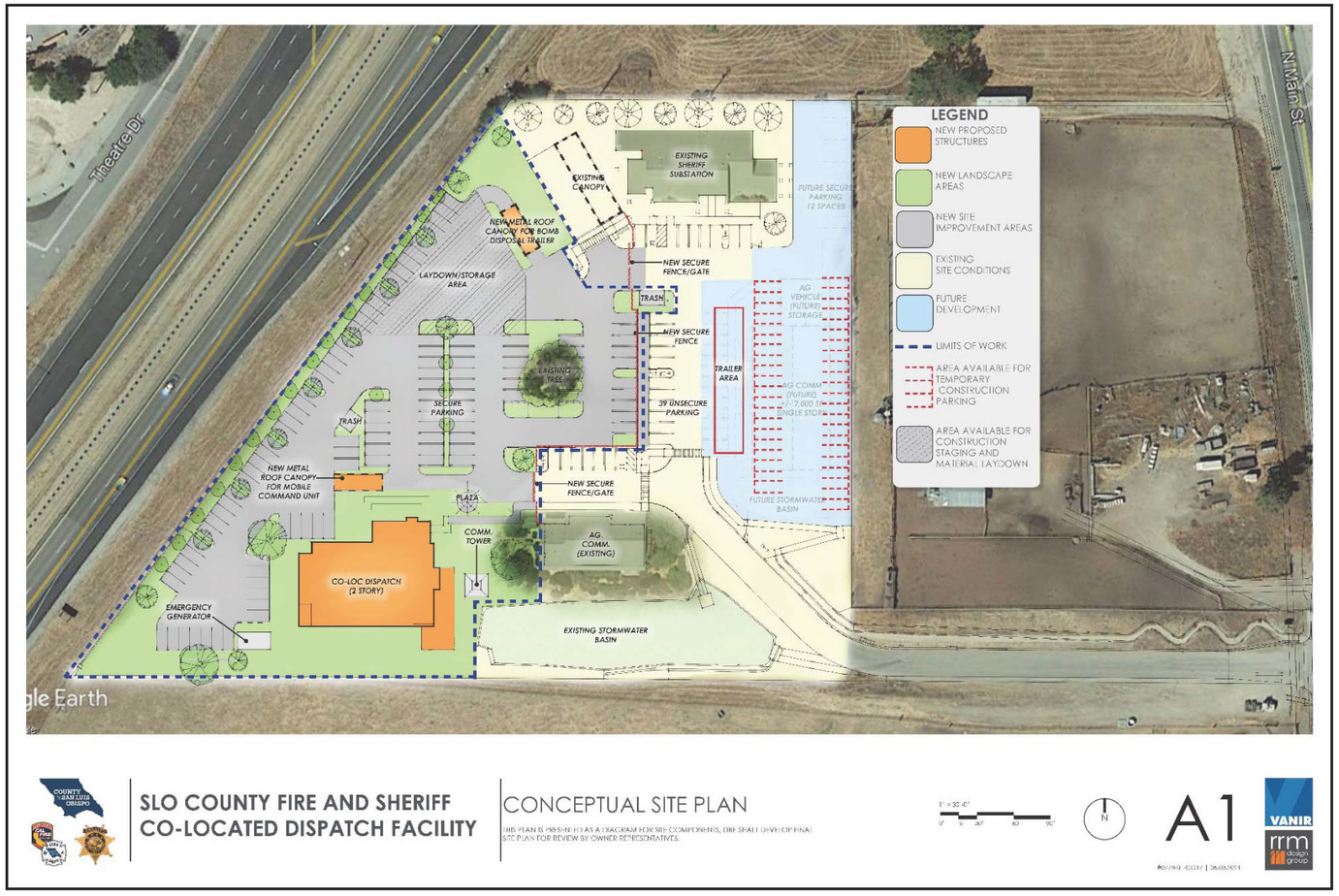
_____. October 2020. Transportation Impact Analysis Guidelines.

Institute of Transportation Engineers (ITE). 2021. Trip Generation Manual, 11th Edition.

Omni-Means (A GHD Company). May 2017. Templeton Community 2017 Travel Demand Model and Circulation Study Update.

San Luis Obispo Council of Governments. 2019. Regional Transportation Plan/Sustainable Communities Strategy.

Figure ES-4. Conceptual Site Plan



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Attachment B

Emergency Access Coordination

COUNTY OF SAN LUIS OBISPO
DEPARTMENT OF AGRICULTURE / WEIGHTS & MEASURES
Martin Settevendemie *Agricultural Commissioner / Sealer of Weights & Measures*

May 11, 2022

Steve Neer
Public Works - Project Delivery Division
1087 Santa Rosa Street,
San Luis Obispo, CA 93408

Dear Steve,

In response to the issues brought up by the Templeton Area Advisory Group (TAAG) with regard to the North County Regional Center, we have reviewed the EIR and comment letters regarding flooding and emergency access and agree with the EIR conclusions that no mitigation or other improvements are necessary.

Thank you for your consideration of our comments.

Martin Settevendemie
Agricultural Commissioner/Sealer

Cc: Monica Stillman, Environmental Specialist, Public Works

County of San Luis Obispo Department of Agriculture / Weights & Measures
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http://www.slocounty.ca.gov/AgComm | AgCommSLO@co.slo.ca.us

SAN LUIS OBISPO COUNTY
SHERIFF'S OFFICE

MEMORANDUM

TO: SAN LUIS OBISPO COUNTY PUBLIC WORKS-ENVIRONMENTAL

FROM: CHIEF DEPUTY N. PAUL NP 10968

DATE: JUNE 1, 2022

SUBJECT: CO-LOCATED DISPATCH SITE TAAG-16 COMMENT RESPONSE

In accordance with the review of comments for the draft Environmental Impact Report (EIR) for the proposed Co-Located Dispatch project, I reviewed comments received from the Templeton Area Advisory Group (TAAG). One comment, identified as "TAAG-16", expresses concern over potential flooding events preventing adequate emergency access to or from the proposed facility.

I have reviewed historical department information and consulted with Public Works staff about runoff and drainage capacity in and around the proposed project area. On behalf of the Sheriff's Office, I agree with the EIR conclusion that no mitigation or other improvements are necessary.

NDP/ndp

CAL FIRE
San Luis Obispo
County Fire Department

635 N. Santa Rosa • San Luis Obispo, CA 93405
Phone: 805.543.4244 • Fax: 805.543.4248
www.calfireslo.org

Eddy Moore, Unit Chief

DA TE: JUNE 16, 2022
SUBJECT: CO-LOCATED DISPATCH SITE TAAG-16 COMMENT RESPONSE

In accordance with the review of comments for the draft Environmental Impact Report (EIR) for the proposed Co-Located Dispatch project, I reviewed comments received from the Templeton Area Advisory Group (T AAG). One comment, identified as "T AAG-16", expresses concern over potential flooding events preventing adequate emergency access to or from the proposed facility.

I have reviewed historical department information and consulted with Public Works staff about runoff and drainage capacity in and around the proposed project area. On behalf of CAL FIRE / SLO County Fire Department, I agree with the EIR conclusion that no mitigation or other improvements are necessary.

Josh Taylor

Assistant Chief
CAL FIRE / SLO County Fire Department
Capital Improvement Projects Coordinator

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Attachment C

Background Studies

COUNTY OF SAN LUIS OBISPO
Department of Public Works
Colt Esenwein, P.E., *Director*

October 12, 2018

MEMORANDUM

TO: Public Works Design Division
Co-Located Dispatch Facility Steering Committee
Co-Located Dispatch Facility IT Telecomm Subcommittee
Public Works Facilities Planning
County Administration

FROM: Steve Neer, Project Manager – Public Works Design Architectural Services

SUBJECT: Recommendations for Alternative Siting of the Sheriff + Cal Fire Co-Located Dispatch Facility, 320061

BACKGROUND:

The County of San Luis Obispo recently completed a Master Plan Report (March 2017) for the County Operations Center (COC), with considerations for future development of facility projects and infrastructure during the next 20 years. An in-depth preliminary analysis for future siting of two future facilities, Health Department Animal Services Facility and the Sheriff and Cal Fire Co-Located Dispatch Facility was also completed. The reason for the preliminary analysis on only these two planned facilities at the COC was that they were approved to move forward as new County Design Build pilot projects. As such they will be the first new facilities constructed under the newly revised Master Plan. Prior to the Master Planning, a Site Suitability Analysis was completed for these two projects by Fraser Seiple Architects in December of 2015, which identified two primary sites for each facility, based on environmental factors, existing and new infrastructure, circulation, privacy, security, noise, views, topography, hydrology and other building siting factors.

More recently (summer of 2018), as the Co-Located Dispatch Facility project moved forward with programming the new facility with the aid of the County's Design Build Construction/Project Manager and Master Architect team, it was determined that the primary location in the Master Plan was not a suitable site due to the lack of ability for microwave, radio UHF and VHF frequency communications. The County then outlined an approach for quickly analyzing the existing site as well as eight (8) additional alternate sites at the COC. A draft Report Analysis was generated for these nine (9) locations by CAL OES Staff, working in close coordination with County Public Works, County IT Comm, Cal Fire/San Luis Obispo County Fire and Sheriff's Office Staff. A field site meeting was also set with

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Representatives from each group to study the alternate site locations as outlined in the Draft Report.

CURRENT:

The Field Meeting was implemented on Wednesday, September 12, 2018. A boom lift with a reach of 50'-60' was used to put technical personnel from CAL OES and County IT Comm in the air to approximate communication tower heights. The technical staff used a combination of spotting telescopes, photography, global positioning system devices and other tools to validate each alternate site. Technical groups tried to locate Mount Lowe, Tassajera and Cuesta Peaks visually from each alternate site location. Reference Mapped Location Plans. Below is a summary of the findings for each site studied in highest to lowest ranking order:

Site Location #7, undeveloped temporary staging and lay-down area for Women's Jail and Juvenile Hall Expansion construction projects. This site was the #1 top-ranked location for overall communications. This is due to a low 'saddle' in the topography and hills to the South-East. This creates a 'sweet' spot for signal path back towards Davis Peak and the Diablo Canyon area and parts of Northern Santa Barbara County. The existing Camp landfill, adjacent to and underneath most of this area, leaves very little build-able space without reconfiguring the Sheriff Evidence Storage Building and parking area. An alternate would be to push the building further north, but by doing so privacy and security may be compromised since it will be closer to the intersection of Kansas and Oklahoma and the traffic roundabout planned for that intersection.

Site Location #6, existing asphalt paved portion of the Public Works Road yard. This site was the 2nd best ranked for overall communications. This location also shares the same benefits (although to a lesser extent) of Site #7, with the low hillside 'saddle' to the Southeast which improves communications to Davis Peak and Northern Santa Barbara County. Future use per the Master Plan Report shows a new Public Works Maintenance Office Building at this site. This location also has the benefit of being a bit more isolated, private and secure from main public roads or circulation areas which is ideal for a dispatch facility. The site may not be affected by the extents of the old camp landfill as Site #7 may be since it is 100 yards or more away from the old landfill perimeter.

Site Location #8, undeveloped land bordering future Sheriff Honor Farm expansion and Solar Farm areas. This site was the 3rd best ranked for overall communications. Site is closer to Highway 1 and environmental impacts of a large tower may be difficult to get approval for. A facility at this location may be more public-facing than needed. Traffic to the planned new Animal Services Facility along Oklahoma Ave and its proximity to Highway 1 may make securing the facility a challenge.

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Site Location #9, undeveloped land to the East of the proposed Animal Services Facility. This site was the 4th best ranked for overall communications. Environmental impacts of a large tower may be more hidden by the steep hillside behind this site. Cost impacts of adding roads and infrastructure to this site may be prohibitive, increasing the cost of the project by possibly up to $1.5 to $2 million. Sites #8 and #9 benefit from being higher in elevation than many of the other alternate locations (#1 through #5), due to natural topography.

Site Location #4, semi-developed temporary construction staging and IT Comm shop area. This site was the 5th best ranked for overall communications. Planned future use for this site is expansion of the IT Communications shop facility. Cal OES and Cal Fire have gone on the record that this location is less than ideal as it is directly adjacent to a Chorro Creek tributary which could become blocked and cause flooding to their facility. Other issues with this location include proximity to 12kVA high voltage power lines, which will cause interference with communications and though the site has visibility to Tassajera Peak, it may be within a Fresnel or reflectance zone with the Camp Guard Hill and affect or degrade the signal path.

Site Location #5, developed parking area between existing Emergency Operations Center and Sheriff Detective's Building. This site was the 6th best ranked for overall communications. Though there is line of sight to all three Communications facilities, some extensive tree trimming would need to be done over the Sheriff shooting range to clear the signal path to Mount Lowe. This location also has Fresnel zone concerns with Guard Hill as mentioned in Location #4. If the new facility is located here, it would block the microwave path from the nearby existing Sheriff communications tower and vault to Cuesta Peak. Future use per the Master Plan Report is Sheriff parking area at this site.

Site Location #1, undeveloped location behind PW Maint. Bldg 1200, and prime selected site location for Communications Tower per the Master Plan Report and previous Site Suitability Report. This site did not have line of sight with Tassajera Peak due to blockage with the Camp San Luis Guard Hill across Highway 1 to the North. It is not be suitable for locating the Dispatch Facility at this site.

Site Locations #2 and #3 were not analyzed, due to known similar signal blockage of the communications tower concerns (see Site Location #1).

SUMMARY and RECOMMENDATIONS:

When studying the primary location for the new Co-Located Dispatch Facility, in December 2015, consideration was taken for network connectivity to existing County fiber optic backbone and infrastructure. Recent Programming and input by a technical IT Network and

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Telecomm Subcommittee has identified the importance of microwave communications for the new essential services facility. The requirements for the new Dispatch Facility call for 99.9999% communications reliability. Redundancy, less complication and no failure points in the communications system are requirements as well. To accomplish this requires that the new communications tower must be located close to or proximate to the Dispatch Facility. The primary site does not facilitate microwave communications if the tower is located near the facility, so an alternate site is needed for the project to move forward.

For reasons noted above, along with other factors mentioned in the CAL OES-prepared Communications Tower Survey Summary (Rev. 2 dated October 8, 2018) and enclosed herein it is recommended that an alternate site for the Co-Located Dispatch Facility be selected. The study points to Site #7 as the best location for the new Dispatch Facility, or between locations #6 and #7, near the current PG&E and County Risk Management Media Center modular buildings.

County Public Works recommends preparing three to four Conceptual site plan alternates for Sites #6 and #7, locating the Dispatch Facility and re-arranging the affected existing or proposed facilities per the Master Plan Report. The best conceptual plan can then be used to Amend the Master Plan Report as needed with County Administration and the Board of Supervisors, giving the project a path forward to proceed.

STEVE NEER,
Project Manager, Architectural Services
Public Works Department
(805) 781-5168
sneer@co.slo.ca.us

enclosures: Communications Tower Survey Summary for Co-Located Dispatch Center in San Luis Obispo County by CAL OES Staff; initial Location Maps and images of Field Meeting/Survey

c: file
Kristin Eriksson – Administrative Analyst, SLO County Administration
Geoff Money – Deputy Chief, SLO County Fire/Cal Fire
Stuart A. MacDonald – Commander, SLO County Sheriff's Office
Robert Ruiz – Public Works Design Division Engineer IV
Rob Nash – Senior Project Manager, Vanir Construction Management, Inc.
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Communications Tower Survey Summary for Co-Located Dispatch Center in San Luis Obispo County

Prepared By

Kimball Yan, Associate Telecommunications Engineer

Natural Resources Agency Unit

Public Safety Communications

The California Governor's Office of Emergency Services

Executive Summary

On September 12, 2018 Cal Office of Emergency Services Public Safety Communications (PSC) met with San Luis Obispo County (SLO) IT to evaluate nine proposed tower locations for the future Co-Located Dispatch Center in San Luis Obispo County. We surveyed the potential microwave paths from each location and this report summarizes our findings.

We checked for Line-of-sight from each proposed tower location to Lowe Mt and Tassajera Peak. Our findings matched the computer generated analysis performed last month and the results are as follows:

- Locations 1 thru 9 have line-of-sight to Cuesta Peak and Lowe Mt.
- Locations 4 thru 9 have line-of-sight to Cuesta Peak, Lowe Mt and Tassajera Peak

The desired outcome is to establishing microwave paths between the new dispatch center and all three mountaintops. Locations 4 thru 9 accomplishes that; however, path performance must be taken into consideration. A spotting scope was used to evaluate the line-of-sight for Lowe Mt and Tassajera Peak, but not for Cuesta Peak. Reference Table 1 and Figure 1 for tower location details.

San Luis Obispo County relies Cuesta Peak and Tassajera Peak for their county microwave system. Cal Fire relies on Lowe Mt and Tassajera Peak for the state microwave system thus locations 6 thru 9 will work for both SLO and Cal Fire. Locations 1 thru 5 will not work for the following reasons:

- Locations 1 thru 3 no line-of-sight to Tassajera Peak.
- Location 4 is too close to 12KV lines and has Fresnel zone concerns to Tasajera Peak.
- Location 5 has Fresnel zone concerns to Tasajera Peak and will block SLO County current path to Cuesta.

I have listed the viable sites from best to leased performance order.

Results Table

Best			**Least**
7	6	8	9
Clear		Future Trees	

The performance order criteria is based on computer generated performance analysis validated by line-of-sight observations during the site survey. During the site survey, we noticed two of the viable sites have potential vegetation problems. This will have to be taken into account when making the final decision. These sites will provide the microwave coverage requirements for the Co-Located Dispatch Center in San Luis Obispo County.

Introduction

We evaluated all nine tower locations proposed by SLO County. The Latitudes and Longitudes are listed in Table 1. The physical location of the proposed tower locations and nearby mountaintops are illustrated in Figures 1 and 2. The actual surveyed tower location(s) were slightly different from the coordinates in Table 1. However, the differences were small and were not significant enough to deviate the result of computer studies and the purpose of site survey.

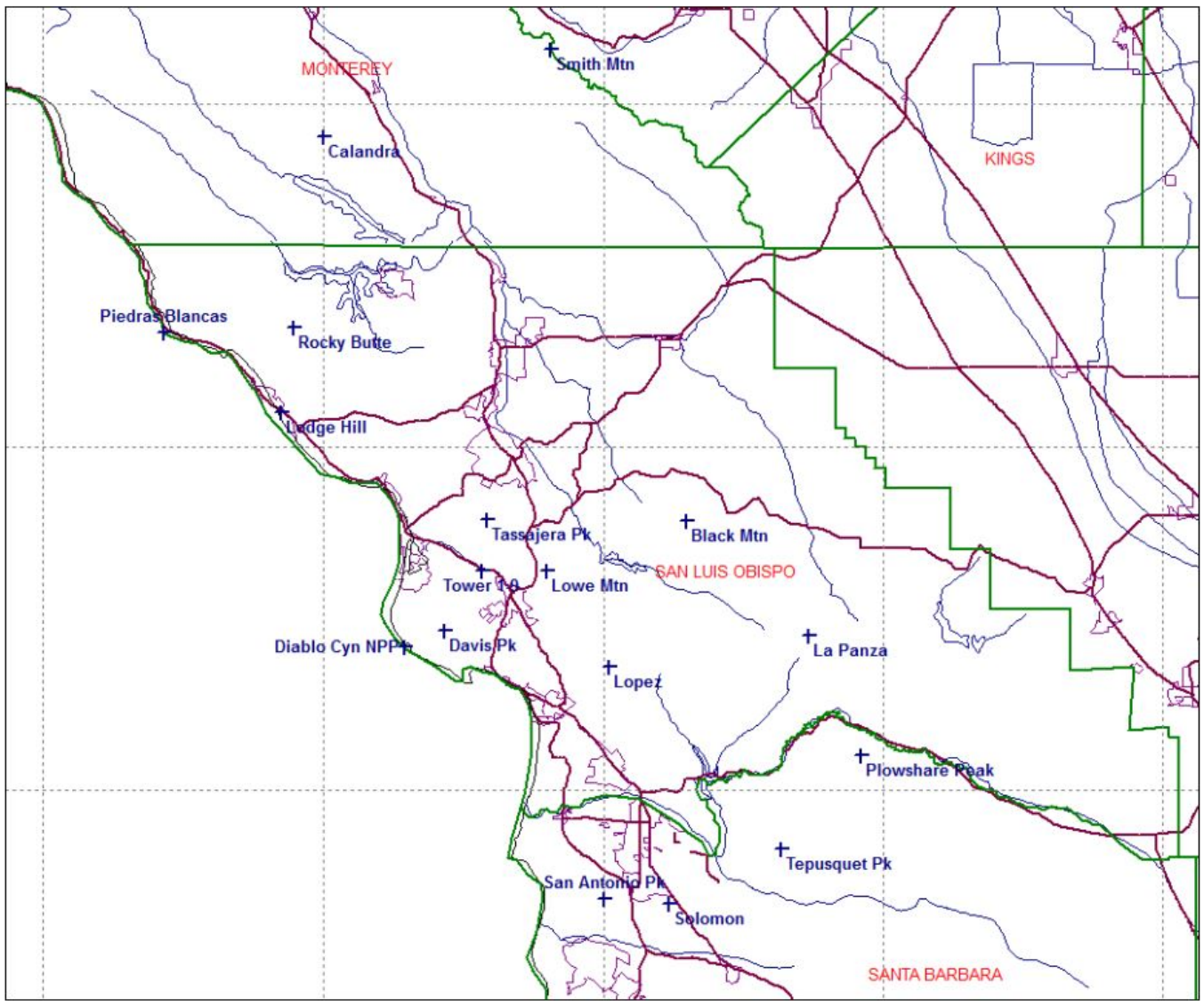
Table 1 Latitude and Longitude of the Proposed Towers

Tower #	Coordinates	
	Latitude, Degree N	Longitude, Degree W
Tower 1 (T1)	35.320738	120.722793
Tower 2 (T2)	35.321472	120.721168
Tower 3 (T3)	35.320249	120.720586
Tower 4 (T4)	35.321388	120.723675
Tower 5 (T5)	35.320987	120.725025
Tower 6 (T6)	35.319447	120.718616
Tower 7 (T7)	35.318938	120.717164
Tower 8 (T8)	35.319165	120.714480
Tower 9 (T9)	35.318281	120.711415

Figure 1 Aerial View of Proposed Tower Locations



Figure 2 Location of Mountaintops in SLO and Adjacent Counties



Summary of Microwave Path Survey

Tower locations 1, 2 and 3 are not acceptable because there is no line-of-sight from them to Tassajera Peak. Locations 4 and 5 are not acceptable due to poor path performance and obstruction concerns. Locations 6, 7, 8 and 9 have valid microwave path. Locations 8 and 9 have trees that may present an issue in the near future.

Computer Study of Microwave Path at Tower 6, 7, 8 and 9

The minimum dish height from tower locations 6, 7, 8 and 9 is 15 feet. The final dish height will be higher than 15 feet to avoid existing structures, such as trees and buildings, nearby the towers. The modeling result suggests that each of the four tower locations could provide a reliable microwave path to Cuesta Peak, Lowe Mt and Tassajera Peak.

Summary of Radio Coverage Test

Cal Fire keyed mountaintop repeaters from the proposed tower locations during the survey. Locations 8 and 9 did not perform well, but 6 and 7 did with 7 performing best. Note this test did not provide any empirical data because we did not measure any signal levels. An actual radio coverage survey should be performed.

FAA Requirement

Federal Aviation Administration (FAA) provides online tool called "Notice Criteria Tool" to determine if any proposed structures require FAA studies. FAA study will determine if the height of the proposed structure will affect aviation traffic and if any special requirements, such as strobe light, are required for the proposed structure.

Based upon Notice Criteria Tool, the maximum tower height without FAA study were determined and the results are listed as follows:

Table 2

FAA Tower Height Considerations				
Location	6	7	8	9
Height (ft.)	97	107	200	200

FAA takes 45 days or more to complete the study after receiving the application. It is likely that locations 7 thru 9 may not require a FAA study. The impact of FAA requirements on the tower cannot be determined until a FAA study is completed.

Conclusion

Based upon the site survey, computer modeling on radio coverage and microwave path analysis and microwave path redundancy requirement, the order of preference for tower locations is tower 7, 6, 8 and 9. Tower 7 is the most desired location.

Best			Least
7	6	8	9
Clear		Future Trees	

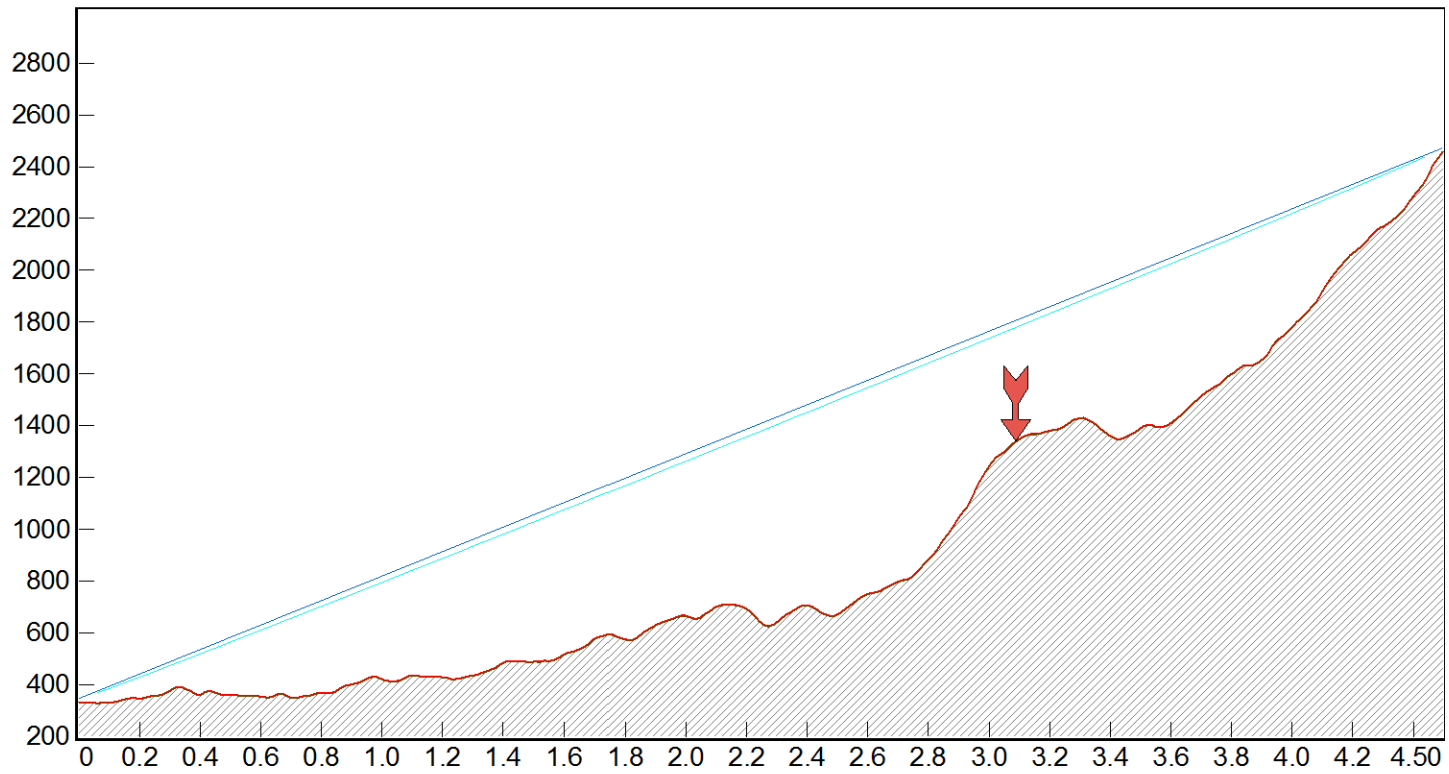
Tower locations 1 thru 5 are not acceptable and excluded from the results table.

Appendix

1. Path Profile Analysis with the minimum microwave dish heights from Tower 6, 7, 8 and 9 at 15 feet to Cuesta Peak, Lowe Mt and Tassajera Peak.

Antenna clearance **Tower #6 to Cuesta** October 8, 2018

	SLO6	Cuesta
Latitude	35 19 10.05 N	35 21 37.90 N
Longitude	120 43 06.99 W	120 39 24.43 W
True azimuth (°)	50.95	230.98
Vertical angle (°)	5.10	-5.14
Path length (mi)	4.50	
Elevation (ft)	331.20	2457.93
Frequency (MHz)	6600.00	
Clearance tolerance (ft)	10.0	



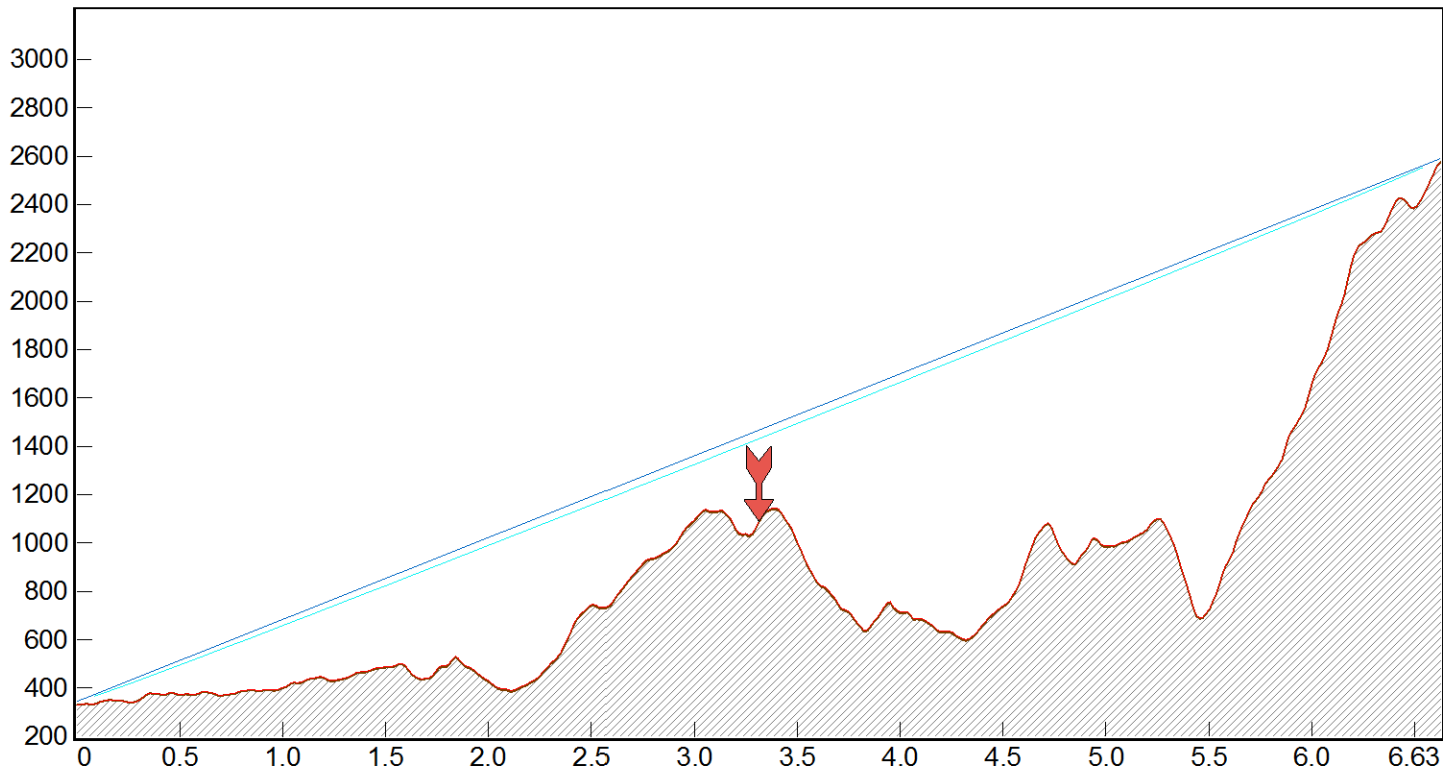
SLO6 TR Antenna height 15.00 ft
La Cuesta TR Antenna height 15.00 ft

Clearance criteria - Main
1st criteria K 1.33
1st criteria %F1 100.00
Minimum foreground clearance (ft) 2.00

Dist (mi)	Elev (ft)	Struct (ft)	Clear (ft)	K (ft)	%F1 (ft)	FH (ft)	Crit

Antenna clearance **Tower #6 to Lowe Mtn** October 4, 2018

	SLO6	Lowe
Latitude	35 19 10.50 N	35 19 11.06 N
Longitude	120 43 06.90 W	120 36 04.70 W
True azimuth (°)	89.87	269.94
Vertical angle (°)	3.64	-3.71
Path length (mi)	6.63	
Elevation (ft)	329.89	2576.38
Frequency (MHz)	6600.00	
Clearance tolerance (ft)	10.0	



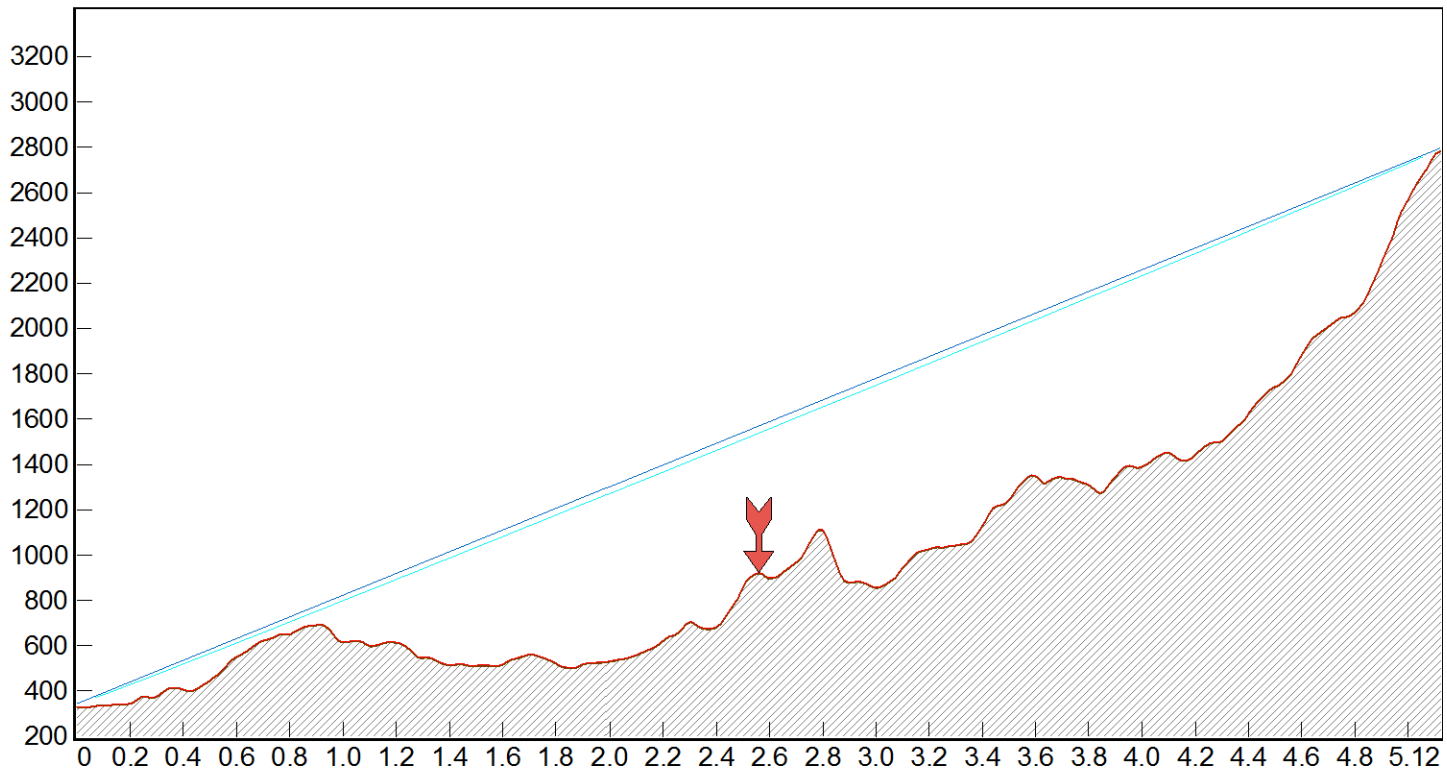
SLO6 TR Antenna height 15.00 ft
Lowe TR Antenna height 15.00 ft

Clearance criteria - Main
1st criteria K 1.33
1st criteria %F1 100.00
Minimum foreground clearance (ft) 2.00

Dist (mi)	Elev (ft)	Struct (ft)	Clear (ft)	K (ft)	%F1 (ft)	FH (ft)	Crit

Antenna clearance **Tower #6 to Tassajera Peak** October 4, 2018

	SLO6	Tassajera
Latitude	35 19 10.50 N	35 23 36.30 N
Longitude	120 43 06.90 W	120 42 30.50 W
True azimuth (°)	6.40	186.40
Vertical angle (°)	5.15	-5.21
Path length (mi)	5.12	
Elevation (ft)	329.89	2782.32
Frequency (MHz)	6600.00	
Clearance tolerance (ft)	10.0	



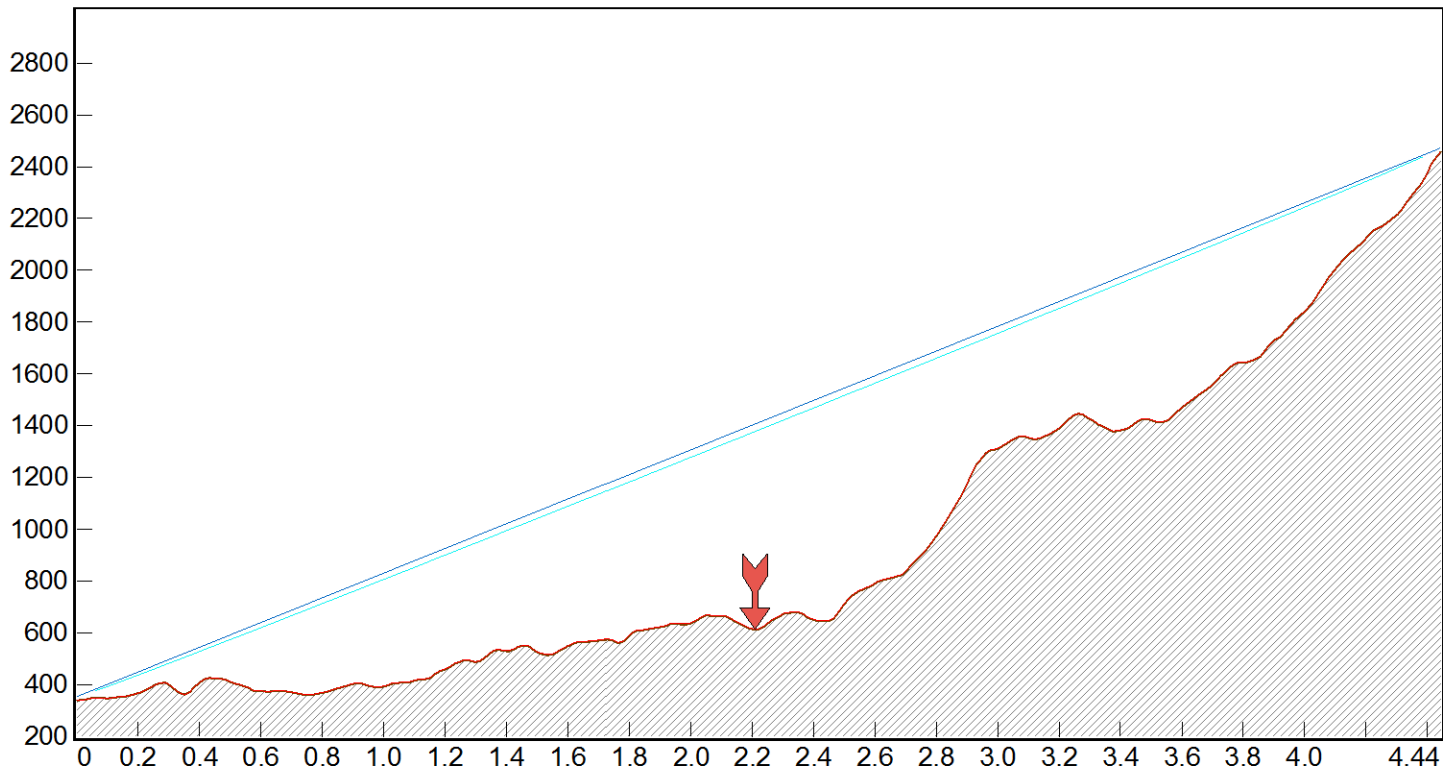
SLO6 TR Antenna height 15.00 ft
Tassajera TR Antenna height 15.00 ft

Clearance criteria - Main
1st criteria K 1.33
1st criteria %F1 100.00
Minimum foreground clearance (ft) 2.00

Dist (mi)	Elev (ft)	Struct (ft)	Clear (ft)	K (ft)	%F1 (ft)	FH (ft)	Crit

Antenna clearance **Tower #7 to Cuesta** October 8, 2018

	SLO7	Cuesta
Latitude	35 19 08.56 N	35 21 37.90 N
Longitude	120 43 01.18 W	120 39 24.43 W
True azimuth (°)	49.92	229.96
Vertical angle (°)	5.14	-5.18
Path length (mi)	4.44	
Elevation (ft)	338.78	2457.93
Frequency (MHz)	6600.00	
Clearance tolerance (ft)	10.0	



SLO7 TR Antenna height	15.00 ft
La Cuesta TR Antenna height	15.00 ft

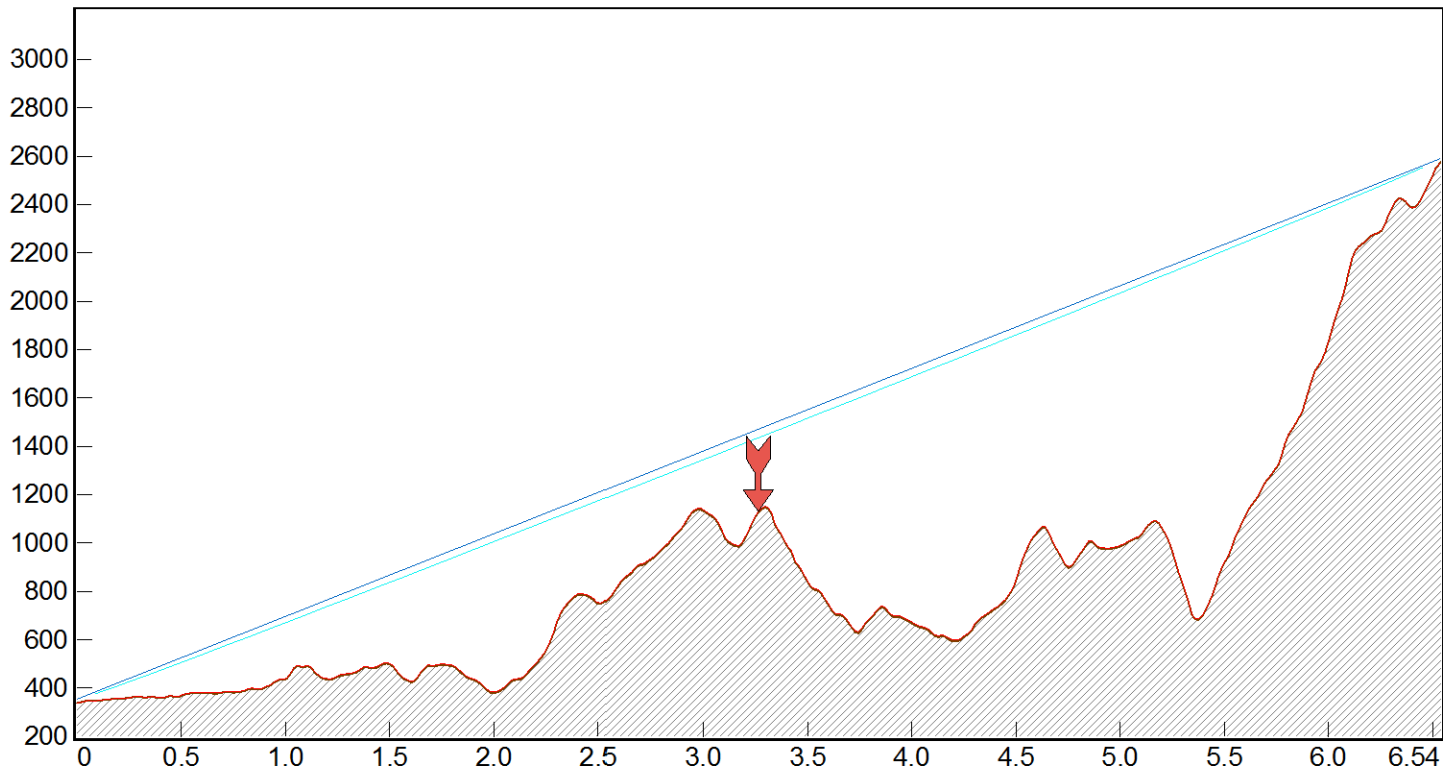
Clearance criteria - Main

1st criteria K	1.33
1st criteria %F1	100.00
Minimum foreground clearance (ft)	2.00

Dist (mi)	Elev (ft)	Struct (ft)	Clear (ft)	K (ft)	%F1 (ft)	FH (ft)	Crit

Antenna clearance **Tower #7 to Lowe Mtn** October 4, 2018

	SLO7	Lowe
Latitude	35 19 08.56 N	35 19 11.06 N
Longitude	120 43 01.18 W	120 36 04.70 W
True azimuth (°)	89.55	269.61
Vertical angle (°)	3.67	-3.74
Path length (mi)	6.54	
Elevation (ft)	338.78	2576.38
Frequency (MHz)	6600.00	
Clearance tolerance (ft)	10.0	



SLO7 TR Antenna height 15.00 ft
Lowe TR Antenna height 15.00 ft

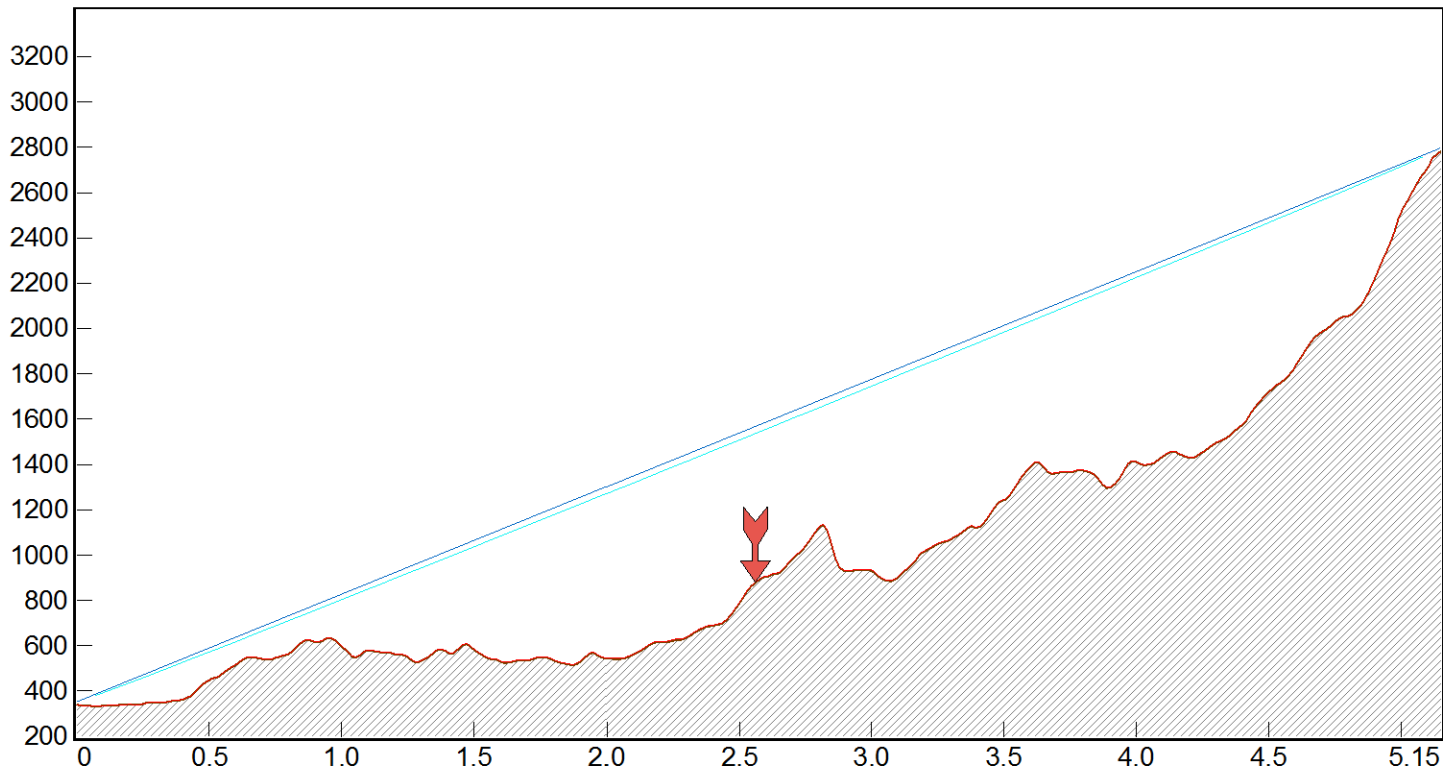
Clearance criteria - Main

1st criteria K	1.33
1st criteria %F1	100.00
Minimum foreground clearance (ft)	2.00

Dist (mi)	Elev (ft)	Struct (ft)	Clear (ft)	K (ft)	%F1 (ft)	FH (ft)	Crit

Antenna clearance **Tower #7 to Tassajera Peak** October 4, 2018

	SLO7	Tassajera
Latitude	35 19 08.56 N	35 23 36.30 N
Longitude	120 43 01.18 W	120 42 30.50 W
True azimuth (°)	5.36	185.37
Vertical angle (°)	5.11	-5.16
Path length (mi)	5.15	
Elevation (ft)	338.78	2782.32
Frequency (MHz)	6600.00	
Clearance tolerance (ft)	10.0	



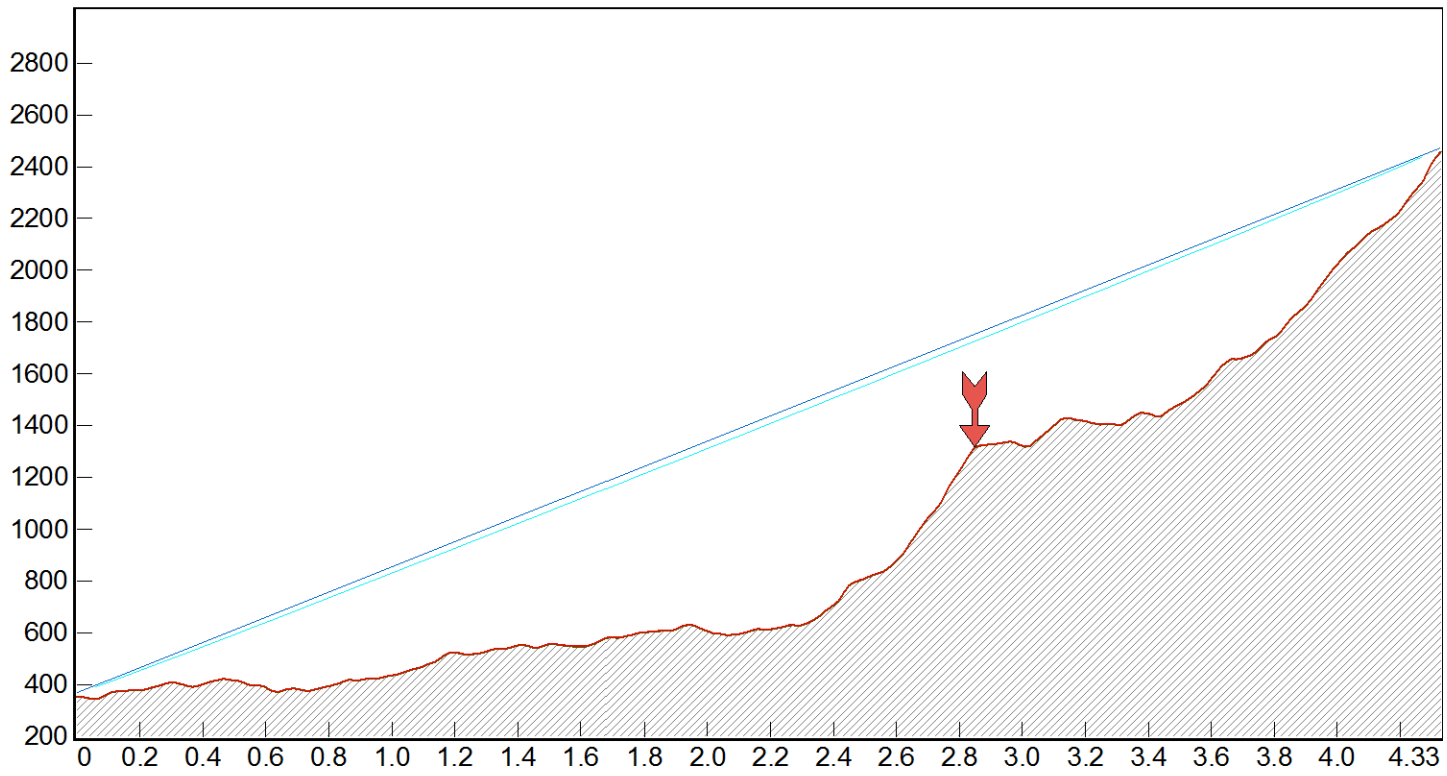
SLO7 TR Antenna height 15.00 ft
Tassajera TR Antenna height 15.00 ft

Clearance criteria - Main
1st criteria K 1.33
1st criteria %F1 100.00
Minimum foreground clearance (ft) 2.00

Dist (mi)	Elev (ft)	Struct (ft)	Clear (ft)	K (ft)	%F1 (ft)	FH (ft)	Crit

Antenna clearance **Tower #8 to Cuesta** October 8, 2018

	SLO8	Cuesta
Latitude	35 19 08.49 N	35 21 37.90 N
Longitude	120 42 51.33 W	120 39 24.43 W
True azimuth (°)	48.59	228.63
Vertical angle (°)	5.24	-5.29
Path length (mi)	4.33	
Elevation (ft)	353.29	2457.93
Frequency (MHz)	6600.00	
Clearance tolerance (ft)	10.0	



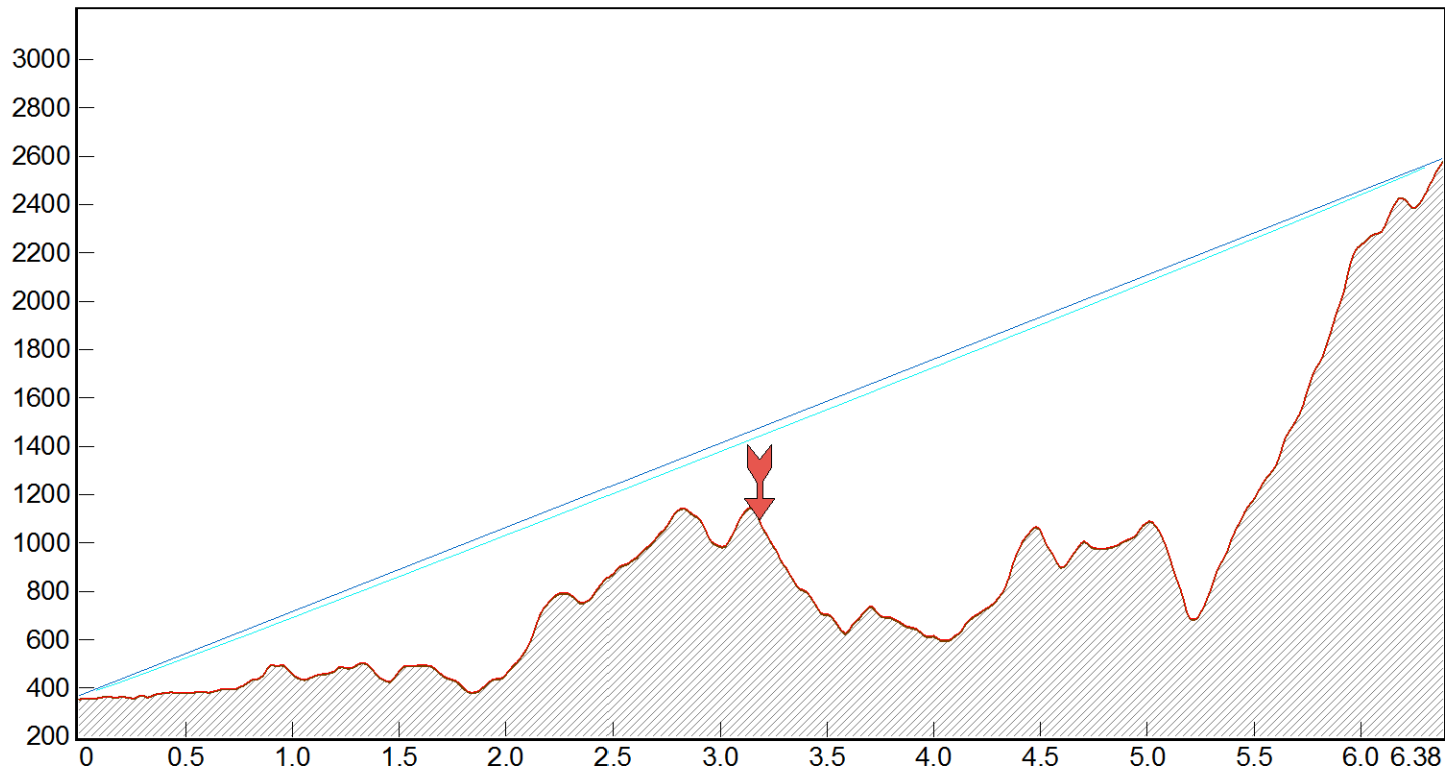
SLO8 TR Antenna height 15.00 ft
La Cuesta TR Antenna height 15.00 ft

Clearance criteria - Main
1st criteria K 1.33
1st criteria %F1 100.00
Minimum foreground clearance (ft) 2.00

Dist (mi) Elev (ft) Struct (ft) Clear (ft) K (ft) %F1 (ft) FH (ft) Crit

Antenna clearance **Tower #8 to Lowe Mtn** October 4, 2018

	SLO8	Lowe
Latitude	35 19 08.45 N	35 19 11.06 N
Longitude	120 42 51.30 W	120 36 04.70 W
True azimuth (°)	89.52	269.58
Vertical angle (°)	3.74	-3.81
Path length (mi)	6.38	
Elevation (ft)	353.58	2576.38
Frequency (MHz)	6600.00	
Clearance tolerance (ft)	10.0	



SLO8 TR Antenna height 15.00 ft
Lowe TR Antenna height 15.00 ft

Clearance criteria - Main

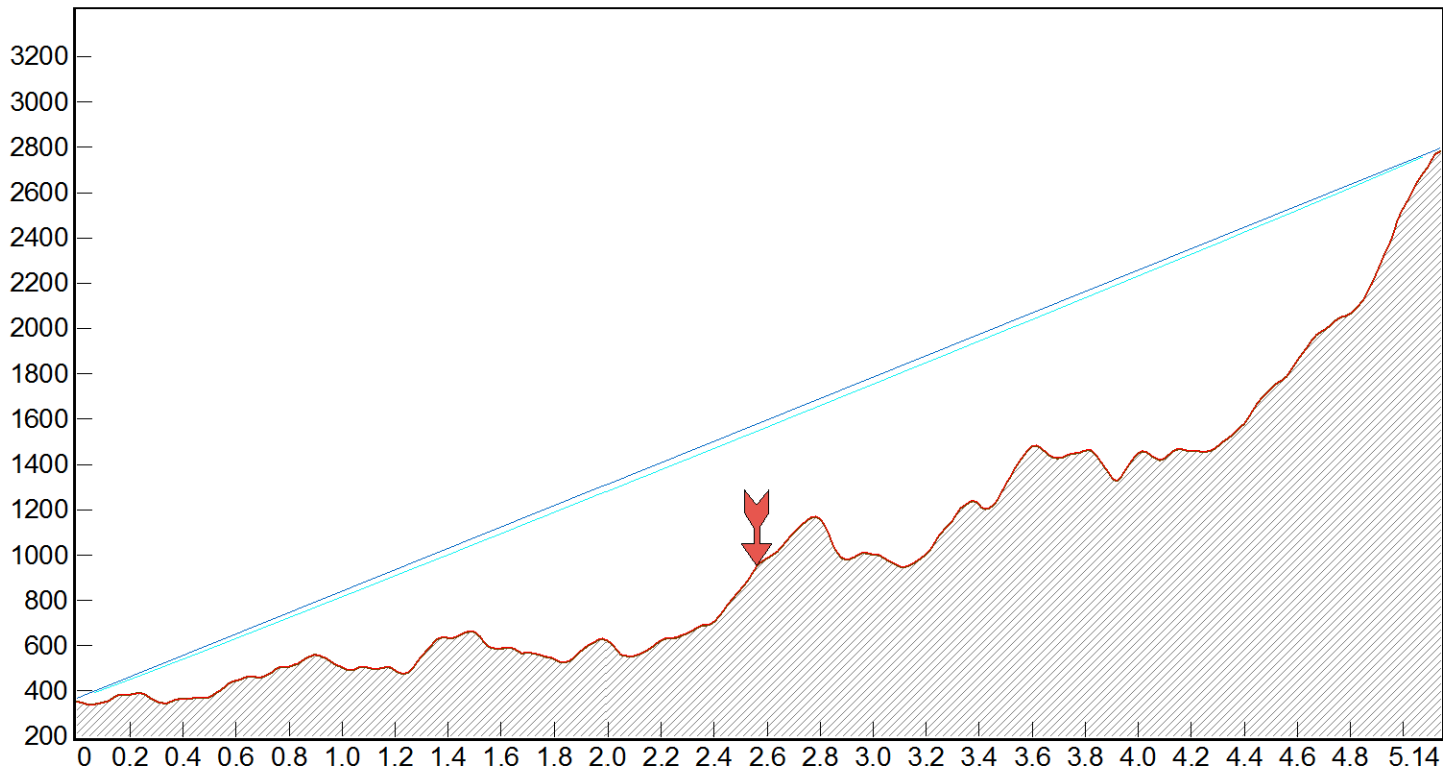
1st criteria K	1.33
1st criteria %F1	100.00
Minimum foreground clearance (ft)	2.00

Dist (mi)	Elev (ft)	Struct (ft)	Clear (ft)	K (ft)	%F1 (ft)	FH (ft)	Crit

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Antenna clearance **Tower #8 to Tassajera Peak** October 4, 2018

	SLO8	Tassajera
Latitude	35 19 08.45 N	35 23 36.30 N
Longitude	120 42 51.30 W	120 42 30.50 W
True azimuth (°)	3.64	183.64
Vertical angle (°)	5.09	-5.14
Path length (mi)	5.14	
Elevation (ft)	353.58	2782.32
Frequency (MHz)	6600.00	
Clearance tolerance (ft)	10.0	



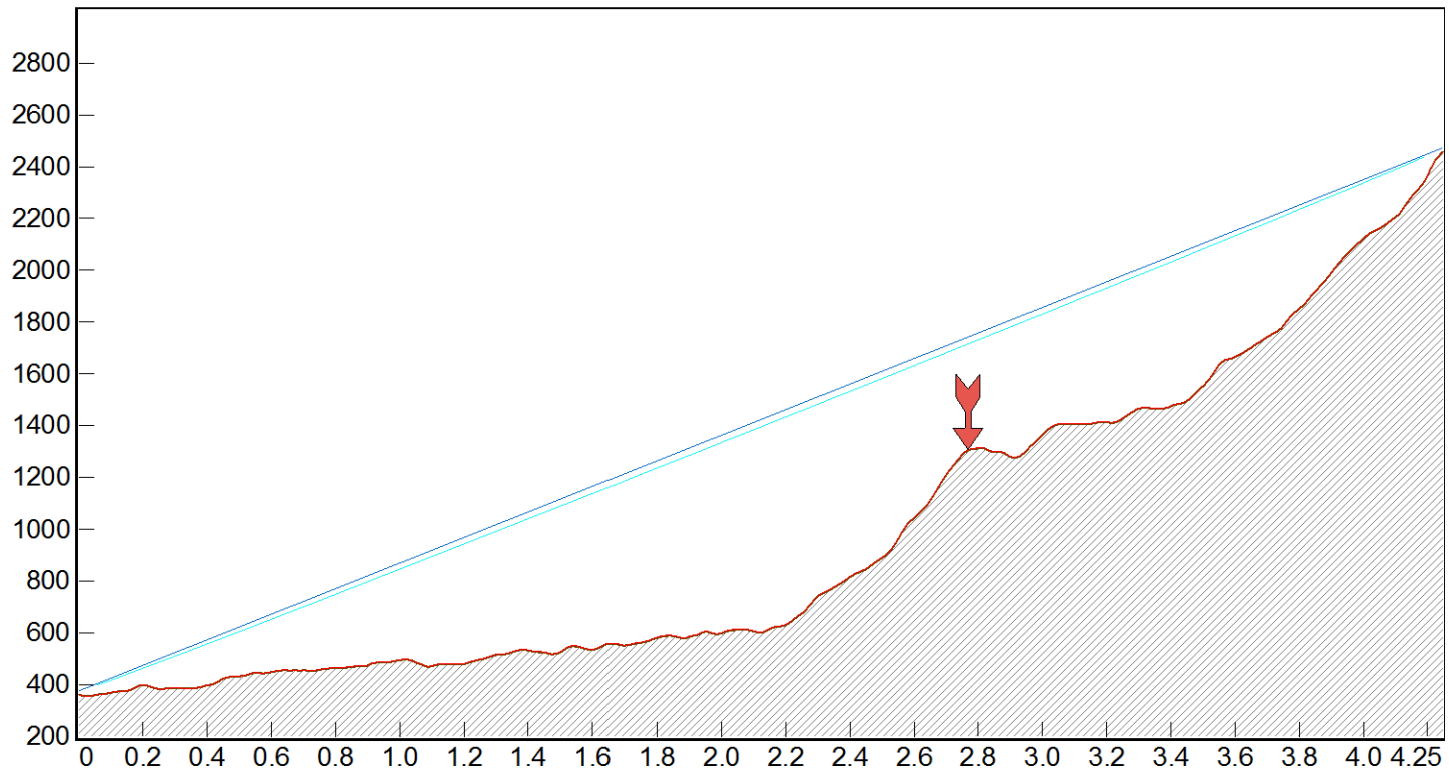
SLO8 TR Antenna height 15.00 ft
Tassajera TR Antenna height 15.00 ft

Clearance criteria - Main
1st criteria K 1.33
1st criteria %F1 100.00
Minimum foreground clearance (ft) 2.00

Dist (mi) Elev (ft) Struct (ft) Clear (ft) K (ft) %F1 (ft) FH (ft) Crit

Antenna clearance **Tower #9 to Cuesta** October 8, 2018

	SLO9	Cuesta
Latitude	35 19 06.10 N	35 21 37.90 N
Longitude	120 42 41.65 W	120 39 24.43 W
True azimuth (°)	46.78	226.81
Vertical angle (°)	5.32	-5.37
Path length (mi)	4.25	
Elevation (ft)	361.34	2457.93
Frequency (MHz)	6600.00	
Clearance tolerance (ft)	10.0	



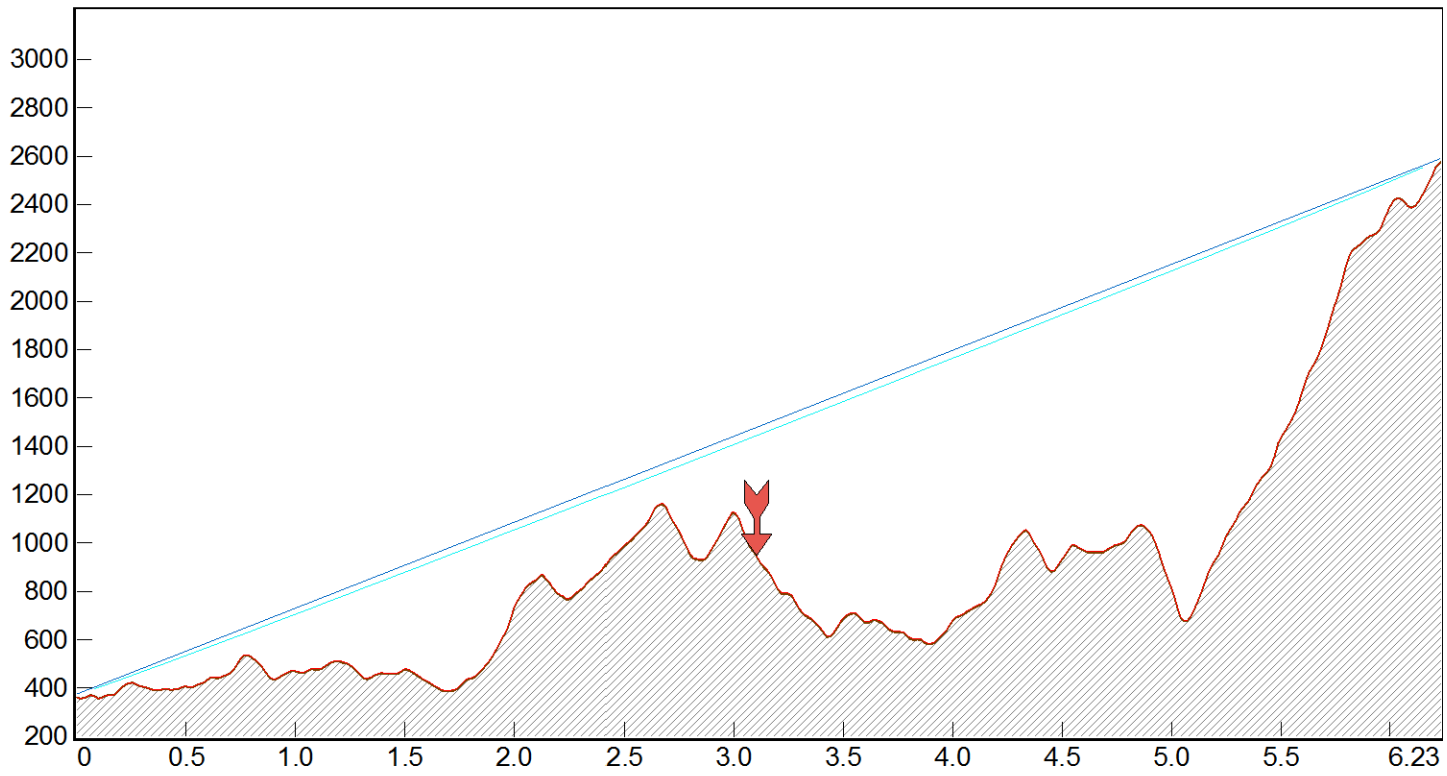
SLO9 TR Antenna height 15.00 ft
La Cuesta TR Antenna height 15.00 ft

Clearance criteria - Main
1st criteria K 1.33
1st criteria %F1 100.00
Minimum foreground clearance (ft) 2.00

Dist (mi)	Elev (ft)	Struct (ft)	Clear (ft)	K (ft)	%F1 (ft)	FH (ft)	Crit

Antenna clearance **Tower #9 to Lowe Mtn** October 4, 2018

	SLO9	Lowe
Latitude	35 19 06.10 N	35 19 11.06 N
Longitude	120 42 41.60 W	120 36 04.70 W
True azimuth (°)	89.09	269.16
Vertical angle (°)	3.82	-3.89
Path length (mi)	6.23	
Elevation (ft)	361.02	2576.38
Frequency (MHz)	6600.00	
Clearance tolerance (ft)	10.0	



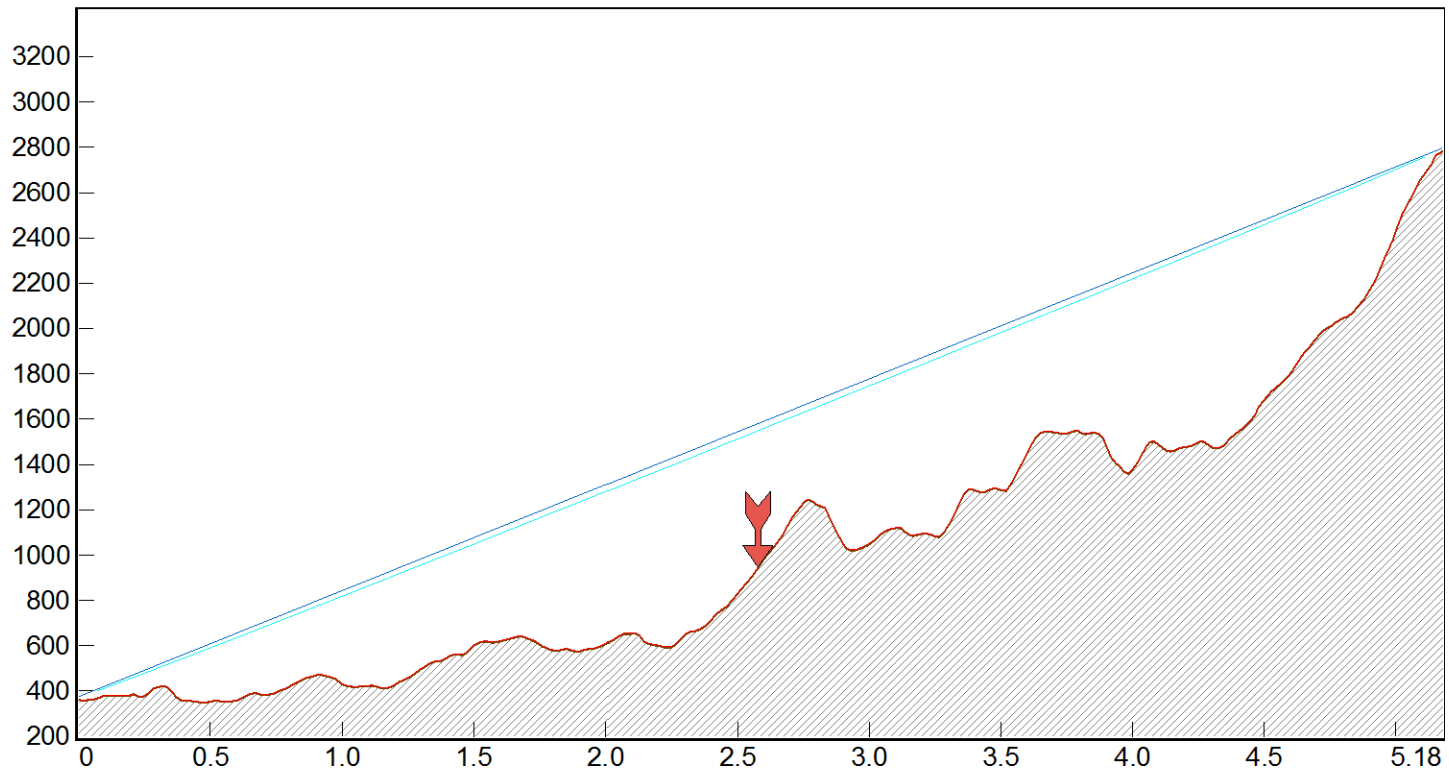
SLO9 TR Antenna height 15.00 ft
Lowe TR Antenna height 15.00 ft

Clearance criteria - Main
1st criteria K 1.33
1st criteria %F1 100.00
Minimum foreground clearance (ft) 2.00

Dist (mi)	Elev (ft)	Struct (ft)	Clear (ft)	K (ft)	%F1 (ft)	FH (ft)	Crit

Antenna clearance **Tower #9 to Tassajera Peak** October 4, 2018

	SLO9	Tassajera
Latitude	35 19 06.10 N	35 23 36.30 N
Longitude	120 42 41.60 W	120 42 30.50 W
True azimuth (°)	1.93	181.93
Vertical angle (°)	5.03	-5.09
Path length (mi)	5.18	
Elevation (ft)	361.02	2782.32
Frequency (MHz)	6600.00	
Clearance tolerance (ft)	10.0	



SLO9 TR Antenna height	15.00 ft
Tassajera TR Antenna height	15.00 ft

Clearance criteria - Main

1st criteria K	1.33
1st criteria %F1	100.00
Minimum foreground clearance (ft)	2.00

Dist (mi)	Elev (ft)	Struct (ft)	Clear (ft)	K (ft)	%F1 (ft)	FH (ft)	Crit

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www.swca.com

TECHNICAL MEMORANDUM

To: Keith Miller, Principal Environmental Specialist
County of San Luis Obispo
Public Works Department
976 Osos Street, Room 207
San Luis Obispo, CA 93408

From: Bill Henry, AICP, Director, SWCA Environmental Consultants
Robert Carr, ASLA, Visual Resources Specialist

Date: June 25, 2019

Re: **County of San Luis Obispo Dispatch Center Tower Project Visibility and Potential Visual Effects / SWCA Project No. 54209**

SWCA Environmental Consultants (SWCA) has prepared the following memorandum assessing the potential effects on the visual setting of a new communications dispatch center tower at the San Luis Obispo County Sheriff's Office facility on Kansas Avenue in San Luis Obispo, San Luis Obispo County, California (Figure 1). The project location is on a highly visible area within view of State Route 1 (Scenic Highway 1), an officially designated State Scenic Highway and National Scenic Byway.

SWCA has included six photographs (Figures 2 through 7) that provide a preliminary understanding of the location and height of the proposed communications tower. Each photo includes a superimposed vertical red line indicating the 140-foot height and the location of the tower. The height and location of the tower and associated red graphic line shown in the photos were determined by direct observation of a field-placed, gradated story-pole as a scaling reference. The field work was conducted on May 25, 2019. A 70-foot-tall story pole was placed at the tower location as identified by County of San Luis Obispo (County) project staff. The known height of the story pole enabled visual scaling to represent the proposed 140-foot height of the proposed tower. Photographs were then taken from numerous locations along Scenic Highway 1 and used as the basis for the attached images. Observation of the story poles and graphic height simulations allowed sufficient information on which to provide this preliminary opinion regarding the project's probable visual effect.

This preliminary opinion determines that the tower, as designed, would be inconsistent with County Visual Policy and Ordinances, as well as inconsistent with State of California Scenic Highway and National Scenic Byway policies. The 140-foot-tall tower would extend above the primary ridgeline of the Morros as seen from several locations of Scenic Highway 1. In addition, the tower is proposed to include over 40 various pieces of equipment and antenna that would potentially be seen as a substantial amount of visual clutter in the landscape and would likely be seen as highly noticeable and obtrusive as seen from critical public view corridors.

In terms of the California Environmental Quality Act (CEQA) Checklist issues, this preliminary opinion indicates that the project as designed would:

1. detract from the visual quality and character of the site and surroundings;
2. negatively impact the scenic vista;
3. adversely affect a Scenic Resource along a Designated Scenic Highway; and
4. introduce a new source of light (due to Federal Aviation Administration [FAA] safety regulations).

Reduction of these potential visual impacts may be possible through exploration of a much shorter tower (or towers), relocation further way from the Scenic Highway, reducing the noticeability and visual contrast by darkening of project elements, or other creative measures.



Figure 1. Viewpoint location map.

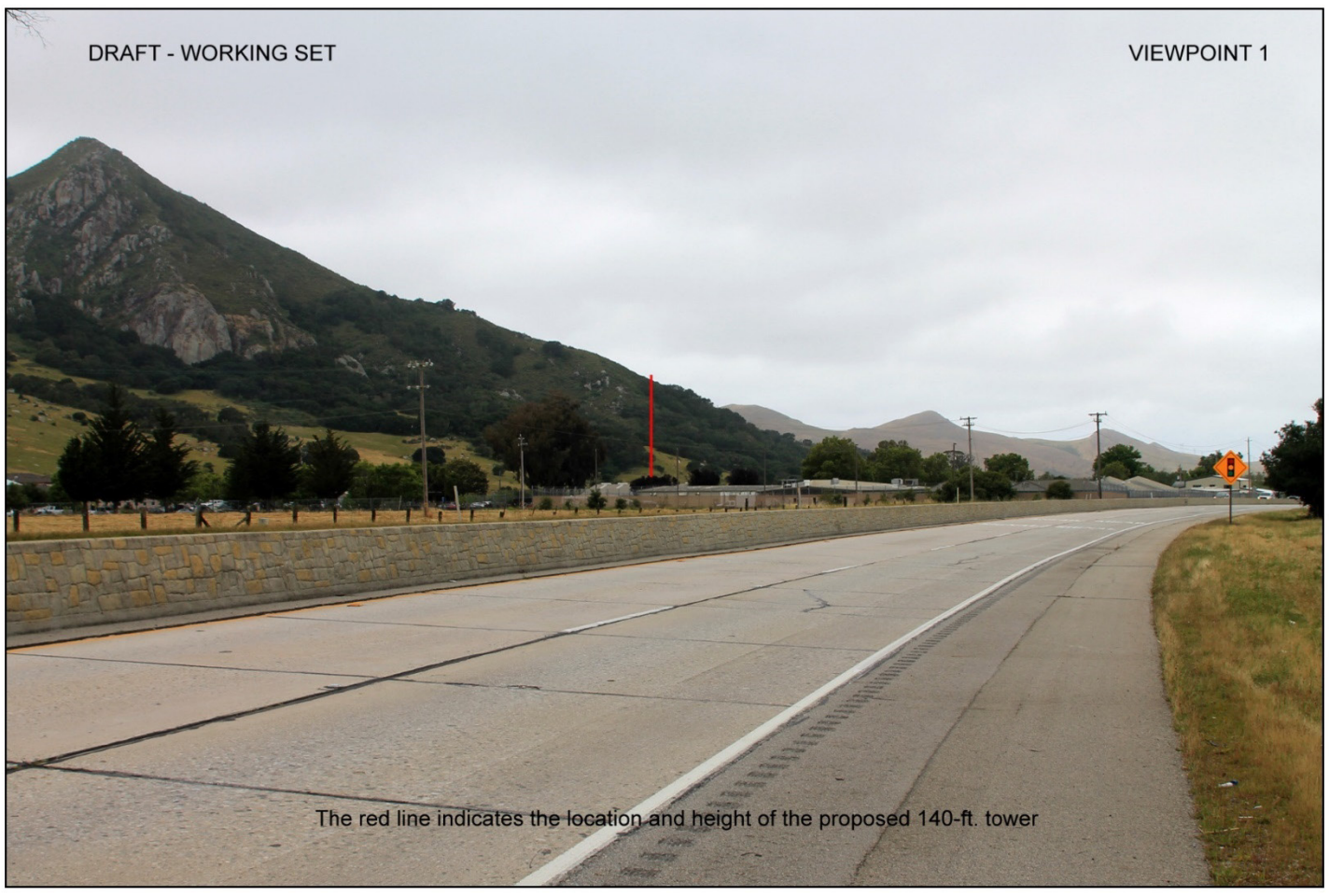


Figure 2. Viewpoint 1.

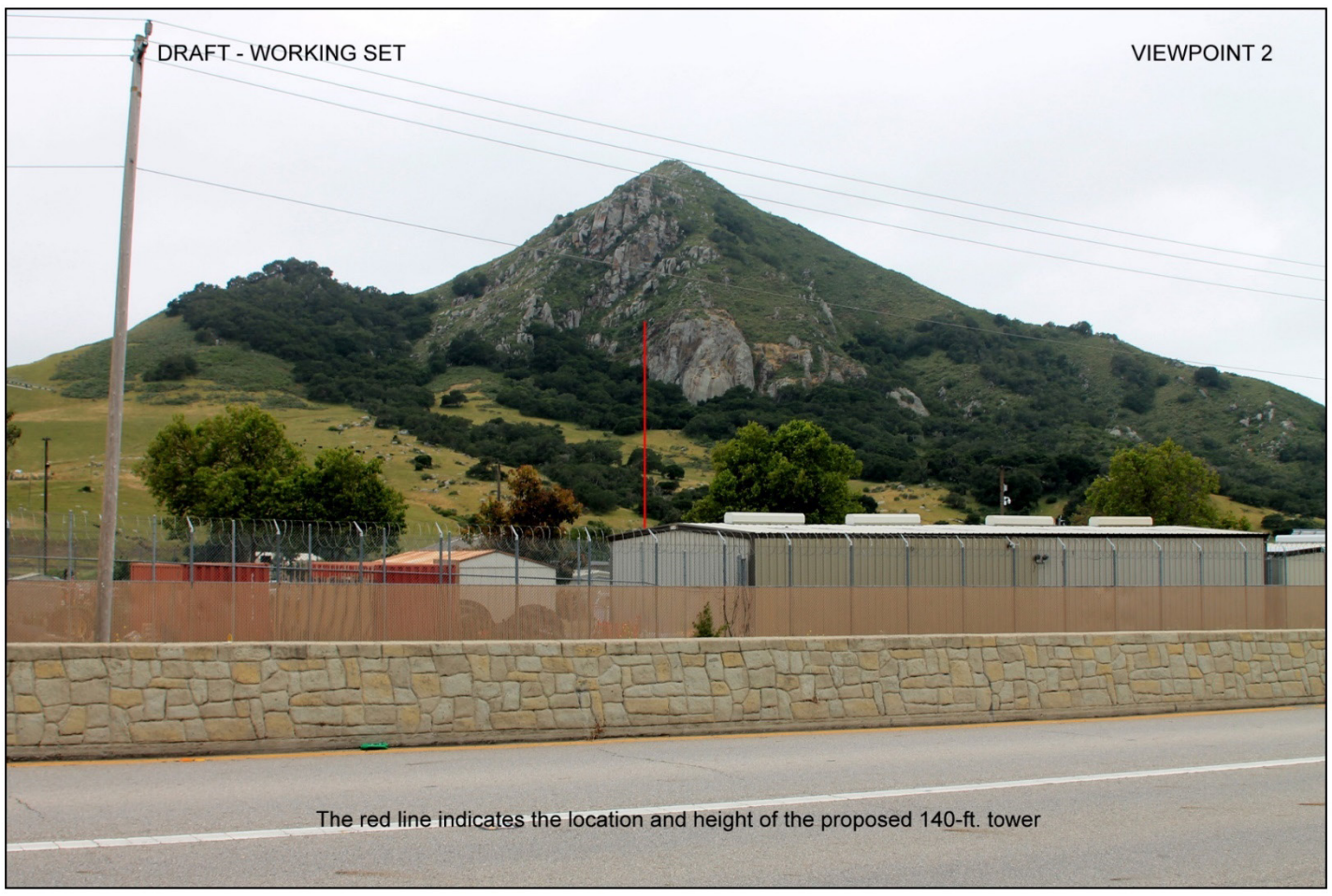


Figure 3. Viewpoint 2.



Figure 4. Viewpoint 3.



Figure 5. Viewpoint 4.



Figure 6. Viewpoint 5.

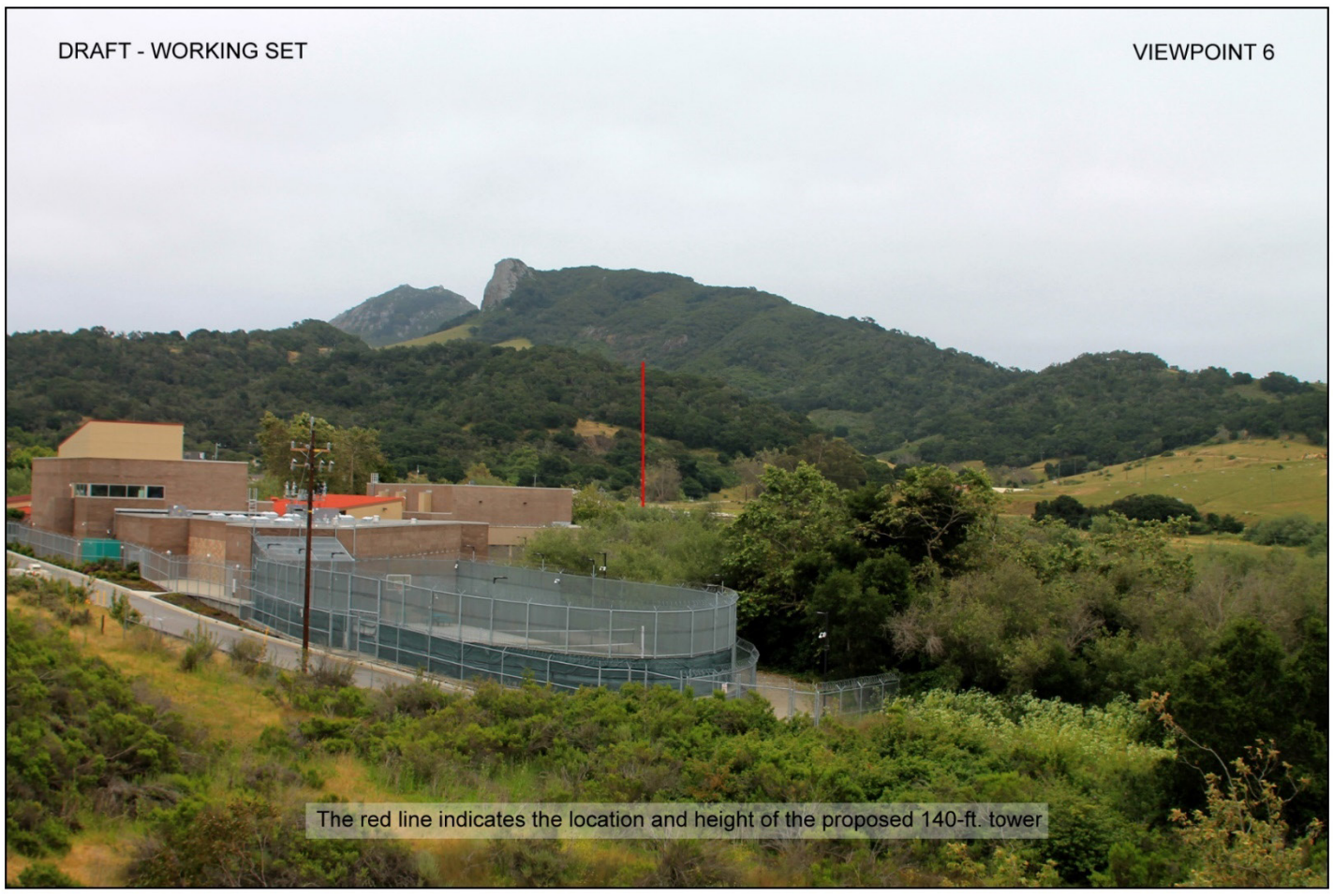


Figure 7. Viewpoint 6.

Appendix H

Appendix H

Corrections to DEIR

The following two changes to the text, shown in ~~strikeout~~ and underline, have been incorporated in the Final EIR.

1. **Page 3-2, Section 3.2.2 North County Inland Area Plan**

The North County Area Plan encourages development that is consistent with the north county historical character and heritage, which would be implemented in the project design details for the non-tower portions of the project.

2. **Page 4-5, Section 4.1.3 Cumulative Impacts**

The project would not result in increased stormwater runoff, ensuring it would not contribute to flooding or drainage conditions in the Toad Creek watershed.

H-1 Co-Located Dispatch Facility Project FEIR