

City of Grover Beach
154 South Eighth Street
Grover Beach CA 93433

Community Development Department

805 473-4520

DATE: June 20, 2010

TO: RESPONSIBLE AND TRUSTEE AGENCIES AND INTERESTED PARTIES

**SUBJECT: NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION
PROJECT: Grover Beach Bicycle Master Plan**

The City of Grover Beach has prepared a draft Bicycle Master Plan. The City has prepared a draft Negative Mitigated Declaration pursuant to the requirements of CEQA. The City requests that you review the enclosed materials and provide any appropriate comments related to your agency's area of responsibility.

The space below may be used to indicate that your agency has no comments or to state brief comments. If you comment on the MND you will be notified of any public hearing where the adoption of the MND will be considered. If you have any questions, please contact the project planner, David Foote at (805) 781-9800, fax (805) 781-9803. Please respond by 5:00 P.M., July 21, 2010.

Distribution: (page 4)

- _____ No Comments provided
- _____ Comments noted below
- _____ Comments provided in separate letter

COMMENTS:

Return to: David Foote ASLA
c/o ***firma***
849 Monterey St., Ste. 205
San Luis Obispo CA 93401
805.781.9800 FAX.805.781.9803

From: Agency Name: _____
Contact Person: _____
Phone Number: _____

MITIGATED NEGATIVE DECLARATION

PROJECT NUMBER: Bicycle Master Plan 2010

APPLICANT: City of Grover Beach
ADDRESS: 154 S 8th Street, Grover Beach CA

TELEPHONE NO: (805) 473-4520

PROJECT LOCATION: City-wide

PROJECT DESCRIPTION: The Bicycle Master Plan 2010 has been prepared to facilitate implementation of the City of Grover Beach local bikeway network, consistent with the General Plan Circulation and Land Use Elements. The Bicycle Master Plan is intended to:

- Document existing and planned bikeways
- Establish a strategy for improving the bikeway system
- Identify the priority and costs of bikeway improvements

FINDING:

The City of Grover Beach has reviewed the above project in accordance with the City of Grover Beach's Rules and Procedures for Implementation of the California Environmental Quality Act, and has determined that:

- [X] Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because mitigation measures described on the attached Initial Study are hereby made a part of this Negative Declaration have been added to the project.
- [X] On the basis of the whole record before it, there is no substantial evidence that the Project may have a significant effect on the environment.
- [X] The Initial Study and Mitigated Negative Declaration for the Project reflect the independent judgment and analysis of the Grover Beach City Council.

The Initial Study which provides the basis for this determination is attached. A copy will be kept on file at the Community Development Department, 154 S. 8th Street, Grover Beach CA 93433 (805) 473-4520.

PUBLIC NOTICE:

The public is invited to comment on the Draft Mitigated Negative Declaration during the review period. The appropriateness of the Draft Mitigated Negative Declaration will be reconsidered in light of the comments received.

DRAFT PREPARED BY: Firma

DATE: June 2010

REVIEW PERIOD: June 22 to July 21, 2010

Initial Study of Environmental Impact

I. ENVIRONMENTAL DETERMINATION FORM

1. Project Title:

Grover Beach Bicycle Master Plan 2010

2. Lead Agency Name and Address:

City of Grover Beach Community Development Department
154 South 8th Street
Grover Beach CA 93433

3. Contact Person and Phone Number:

David Foote, c/o *firma*, (805) 781-9800

4. Project Location:

City-wide, primarily within existing public rights of way. Figure 1 shows the proposed bicycle facility improvements.

5. Project Sponsor's Name and Address:

Same as Lead Agency

6. General Plan Designation:

City-wide, primarily within existing public rights of way

7. Zoning:

City-wide, primarily within existing public rights of way

8. Description of the Project:

The proposed project is the adoption of the Bicycle Master Plan 2010 to facilitate implementation of the City of Grover Beach local bikeway network. The Bicycle Master Plan is intended to:

- Document existing and planned bikeways
- Establish a strategy for improving the bikeway system
- Identify the priority and costs of bikeway improvements
- Make the City eligible for state Bicycle Transportation Account (BTA) funds

The Bikeway Master Plan is consistent with, and furthers, the goals and policies of the 2010 General Plan Land Use Element and 2004 Circulation Element. Goals, Policies and Implementation Measures, and the Bikeway Master Plan Exhibit (Figure 1) provides the City with specific measures for improving the bicycle facilities within the city limits. Generally, the policy aspects of the Master Plan are programmatic and would not result in direct impacts on the environment. The proposed bicycle facility improvements may have potential to impact the environment and these are addressed in this Initial Study. The proposed bicycle facility improvements are listed on Figure 2 attached. The Beach Cities Multi-Use Path Feasibility Study is an un-adopted planning document that identifies alternative alignment options for a multi-use path (Class 1 bike path) that would accommodate bicyclists. The segments in Grover Beach are suggested within the back dune area on state park land or the Highway 1 / UPRR right of way corridor. The Bicycle Master Plan includes all the optional routes shown in the Feasibility Study, as shown on Figure

2. The Beach Cities Multi-Use Trail Feasibility Study is incorporated included by reference in the Bicycle Master Plan as a separate Appendix.

9. Surrounding Land Uses and Setting:

The City of Grover Beach contains important coastal lands used primarily for recreation and the Union Pacific Railroad and US 101 (adjoining the City), which are major regional transportation corridors. The City adjoins the cities of Arroyo Grande and Pismo Beach. The circulation system adjoining Arroyo Grande to the east is well developed and provides a relatively seamless web of circulation routes for bicyclists. The City's streets join Pismo Beach less seamlessly, with State Highway 1 being the single link at the west end of the City and 4th Street and Oak Park Blvd. overpasses at US 101 linking to Pismo Beach to the north.

The City contains three elementary schools, six municipal parks, Pismo State Beach and a multimodal transportation facility on the Union Pacific Railroad near State Highway 1 and Grand Avenue. The proposed project would guide implementation of improvements to the bicycle system in the City primarily within existing public rights of ways. One aspect of the proposed project is the Beach Cities Multi-Use Path which may be located within state or Union Pacific railroad lands.

10. Other Public Agencies Whose Approval is required:

None

11. Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a Potentially Significant Impact as indicated by the checklist on the following pages.

<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Hazards and Hazardous Materials	<input type="checkbox"/>	Public Services
<input type="checkbox"/>	Agriculture Resources	<input type="checkbox"/>	Hydrology and Water Quality	<input type="checkbox"/>	Recreation
<input type="checkbox"/>	Air Quality Greenhouse Gas Emissions	<input type="checkbox"/>	Land Use and Planning	<input type="checkbox"/>	Transportation and Traffic
<input type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Mineral Resources	<input type="checkbox"/>	Utilities and Service Systems
<input type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Noise	<input type="checkbox"/>	Greenhouse Gas Emissions
<input type="checkbox"/>	Geology and Soils	<input type="checkbox"/>	Population and Housing	<input type="checkbox"/>	Mandatory Findings of Significance

There is no evidence before the Department that the project will have any potential adverse effects on fish and wildlife resources or the habitat upon which the wildlife depends.

The project has potential to impact fish and wildlife resources and shall be subject to the payment of Fish and Game fees pursuant to Section 711.4 of the California Fish and Game Code.

12. Determination: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project applicant in the form of a MITIGATED NEGATIVE DECLARATION.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a potentially significant impact or potentially significant unless mitigated impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

David Foote
Printed Name

Date

For: City of Grover Beach

II. ENVIRONMENTAL CHECKLIST

	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
1. AESTHETICS. Would the project:					
a) Have a substantial adverse effect on a scenic vista?	1			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	1, 10			X	
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	1			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	1				X

Impact Discussion:

1a-c. **Environmental Setting:** The proposed bike facility improvement projects would be constructed primarily within the public right of way in areas with no scenic designation. In general, right of way is sufficient width to accommodate improvements. Highway 1 is a scenic corridor and the beach area identified for the Beach Cities Multi-Purpose path is in a sensitive scenic area.

Regulatory Setting / Impact Threshold: The threshold of significance within the Highway 1 scenic corridor and beach/dune area is contained in the Coastal Act which states that permitted development shall be sited and designed to protect views to and along the ocean. The LCP indicates that development shall be subordinate or complementary to existing natural features or structures. In the remainder of the city the significance threshold would be if project actions would substantially degrade the project area or surroundings.

Potential Impacts: The proposed project would not require removal of significant vegetation or mature trees because the improvements would be in existing rights of way and generally on existing pavements. In the beach area a class 1 path would alter the character of the back dune area by introducing paving. It is likely that the path would be placed where an existing bare footpath exists, therefore this change is not substantial.

1d. The project would not involve new light sources.

Mitigation Measures: none required.

2. AGRICULTURE RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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?	1				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	1				X
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	1				X

Impact Discussion:

2a-c. **Environmental Setting:** No agricultural land would be affected by implementation of the proposed project.

Regulatory Setting / Impact Threshold: not applicable.

Potential Impacts: none identified.

Mitigation Measures: none required

3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	3,4				X

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	3,4				X
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	3,4				X
d) Expose sensitive receptors to substantial pollutant concentrations?	3,4				X
e) Create objectionable odors affecting a substantial number of people?	3,4				X

Impact Discussion:

3a-e. **Environmental Setting:** The San Luis Obispo Clean Air Plan sets targets for emission reductions. The County is designated non-attainment for particulate matter (PM10) under state and federal law.

Regulatory Setting / Impact Threshold: The proposed project would not generate vehicular emissions therefore there is no applicable impact threshold.

Potential Impacts: The proposed project would further the goals of the Clean Air Plan by encouraging bicycle use thus reducing vehicle emissions. When individual bikeway improvement plans are implemented construction equipment and activities will result in emissions and dust. The scope of the proposed bikeway projects are generally confined to pavement striping and signage although new paving projects may involve clearing and earthwork. Potentially significant impacts during the construction phase would be fugitive dust during clearing. The implementation of Mitigation Measure AQ-1 during construction activities would reduce impacts to less than significant.

Mitigation Measures: AQ-1 Prepare a Fugitive Dust Control Plan to be reviewed and approved by the City, which should include the following as applicable:

- Water all active construction areas at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure.
- Prohibit all grading activities during periods of high wind (one-hour average speeds of over 15 mph as measured at a height of approximately 10 feet above ground level within areas scheduled for grading).
- Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).
- Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations, and hydro-seed area.
- Haul trucks shall maintain at least 2'0" of freeboard.
- Cover all trucks hauling dirt, sand, or loose materials.

- Plant vegetative ground cover in disturbed areas as soon as possible.
- Cover inactive storage piles.
- Install wheel washers at the entrance to construction sites for all exiting trucks.
- Sweep streets if visible soil material is carried out from the construction site. Construction-related vehicles and mobile equipment access routes shall be specified – and roadway and parking lot (re)paving shall be sequenced within the overall construction schedule – so that such vehicles and equipment can make the maximum practical use of paved internal roadways and parking lots, either existing or improved/reconfigured as part of the project.

4. BIOLOGICAL RESOURCES. Would the project:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
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?	1,5,6,7			X	
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?	1,5,6,7,10			X	
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	1, 5			X	
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?	1,5,6,7			X	

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	1,5,6,7			X	
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?	1,5,6,7				X

Impact Discussion:

4a-c. **Environmental Setting:** The proposed project improvements will be implemented essentially within the confines of existing public rights of way and existing pavements. These areas have little or no biological resources present. The Circulation Element identifies potential street widening on South 4th Street that could impact trees where Monarch Butterfly may nest. The CE identifies mitigation for this project, which may include bike lanes. Pismo State Beach land west of the golf course contains some potential sensitive habitat for dune plants based on previous environmental review for the boardwalk project.

Regulatory Setting / Impact Threshold: The proposed project would result in a significant impact if construction removed sensitive plants or habitat such as mature trees or native plant communities.

Potential Impacts: The scope of the proposed bikeway projects are generally confined to pavement striping and signage although new paving projects may involve clearing and earthwork. This project will require separate CEQA review at the time the project is designed and put forth for permitting. Potentially significant impacts during the construction phase would be identified and mitigated at the time each such project is put forth.

4d. Widening of 4th street south of Grand Ave is identified in the Circulation Element. This project could impact Monarch Butterfly habitat. Mitigation measures are identified in the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Plan to not remove eucalyptus during the butterfly migration season. Pavement activities undertaken on this segment as part of implementing the Bicycle Master Plan would be subject to this measure. No further mitigation for bike lane improvements is required.

4e-f. The project does not conflict with any adopted plans or policies for the area.

	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
5. CULTURAL RESOURCES. Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	6,10			X	

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	6,10			X	
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	6			X	
d) Disturb any human remains, including those interred outside of formal cemeteries?	6			X	

Impact Discussion:

5a-d. **Environmental Setting:** The proposed project improvements will be implemented essentially within the confines of existing public rights of way and existing pavements. These areas have little or no cultural resources present. The Circulation Element identifies potential street widening on South 4th Street, which will include bike lanes. Pismo State Beach land west of the golf course was found to have limited potential for cultural resources based on previous environmental review for the boardwalk project.

Regulatory Setting / Impact Threshold: The proposed project would result in a significant impact if construction removed or disrupted buried cultural resources or removed historically significant structures.

Potential Impacts: The scope of the proposed bikeway projects are generally confined to pavement striping and signage although new paving projects may involve clearing and earthwork, such as new subdivisions which may have bikeway related improvements. These projects will require separate CEQA review at the time the project is designed and put forth for permitting. Potentially significant impacts during the construction phase would be identified and mitigated at the time each such project is put forth. To mitigate potential impacts to cultural resources, the City shall implement mitigation measure CUL-1.

Mitigation measures: CUL-1: To mitigate potential impacts to cultural resources, the City shall contract with both a qualified archeologist and Native American monitor to review all grading activities, for any ground disturbing project within ¼ mile of any recorded archaeological site.

	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
6. GEOLOGY AND SOILS. Would the project:					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	8, 6			X	
ii) Strong seismic ground shaking?	8, 6			X	
iii) Seismic-related ground failure, including liquefaction?	8, 6			X	
iv) Landslides?	8,6			X	
b) Result in substantial soil erosion or the loss of topsoil?	6, 10			X	
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?	6			X	
d) Be located on expansive soil, as defined in Table 18- 1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	6			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?	1				X

Impact Discussion:

6. a-e Environmental Setting: The proposed project improvements will be implemented essentially within the confines of existing public rights of way and existing pavements. These areas have little or no geologic hazards present. The Circulation Element identifies potential street widening on South 4th Street, which will include bike lanes. Pismo State Beach land west of the golf

course was found to have limited potential for wind and water erosion based on previous environmental review for the boardwalk project.

Regulatory Setting / Impact Threshold: The proposed project would result in a significant impact if proposed bikeway improvements would result in, or be affected by, hazardous geologic conditions.

Potential Impacts: The scope of the proposed bikeway projects are generally confined to pavement striping and signage although new paving projects may involve clearing and earthwork, such as new subdivisions which may have bikeway related improvements. These projects will require separate CEQA review at the time the project is designed and put forth for permitting. Potentially significant impacts during the construction phase would be identified and mitigated at the time each such project is put forth. To mitigate potential geological impacts, the City generally requires a geotechnical and soils report, prepared by a qualified professional, to be reviewed and approved by the City Engineering Division prior to the issuance of building permits. The soils geotechnical and soils report shall specifically address the soils types encountered at the project site, and the appropriate manner for responding to such concerns.

Mitigation measures: None required

	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
7. GREENHOUSE GAS EMISSIONS. Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	1,3,4			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	1,3,4			X	

Impact Discussion:

7a-b. **Environmental Setting:** The proposed project would further the goals of the Clean Air Plan by encouraging bicycle use thus reducing vehicle emissions.

Regulatory / Impact thresholds: The APCD has not yet established significance thresholds for greenhouse gas (GHG) emissions from project operations. Nonetheless, under State law, lead agencies should make a good-faith effort to identify potential effects of a project individually and cumulatively. In this case, the proposed project will not significantly add greenhouse gas emissions because the project is implementing an alternative transportation mode which has no operational greenhouse gas component.

Potential Impacts: In this case, the proposed project will not significantly add greenhouse gas emissions because the project is implementing an alternative transportation mode which has no operational greenhouse gas component. Construction related emissions that would contribute to total greenhouse gas emissions would be reduced to the extent feasible by implementation of project-level construction phase emission reduction measures, see section 3. Air Quality.

Mitigation Measures: none required.

8. HAZARDS AND HAZARDOUS MATERIALS. Would the project:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	1				X
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?	1,8				X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	1,8				X
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?	1,8				X
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 for people residing or working in the project area?	1				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	1				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	1				X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	1				X

Impact Discussion:

8a-d. **Environmental Setting:** The proposed project improvements will be implemented essentially within the confines of existing public rights of way and existing pavements. These areas have little or no physical hazards present. The proposed project involves the construction of paving and striping, which does not characteristically involve the use of substantial amounts of hazardous materials. The proposed project is not proposed on any site listed on the Department of Hazardous Substances Control Hazardous Waste and Substances Site List

Regulatory Setting / Impact Threshold: The proposed project would result in a significant impact if proposed bikeway improvements would result in, or be affected by, hazardous conditions.

Potential Impacts: The scope of the proposed bikeway projects are generally confined to pavement striping and signage. Transportation related hazards are addressed in section 16 of this IS. The proposed project does not entail any activities capable of impairing implementation of or physically interfering with an adopted emergency response plan or emergency evacuation plan. There are no wildland fire risks within the vicinity of the project area. Implementation of a class 1 path within the State Highway 1 right of way or Union Pacific railroad would require adherence to setback and barrier standards which would be identified by those agencies at the time a specific alignment is proposed for the path.

Mitigation measures: None required

9. HYDROLOGY AND WATER QUALITY. Would the project:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	1,6				X
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	1,6			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	1,6			X	

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	1				X
e) 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?	1			X	
f) Otherwise substantially degrade water quality?	1,6			X	
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	1, 8				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	1, 6			X	
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	1, 6			X	
j) Inundation by seiche, tsunami, or mudflow?	1, 6			X	

Impact Discussion:

9a-j. **Environmental Setting:** The proposed project improvements will be implemented essentially within the confines of existing public rights of way and existing pavements. These areas have little or no flood hazards present. The project would not have the potential to affect groundwater supplies,

Regulatory Setting / Impact Threshold: The proposed project would result in a significant impact if proposed bikeway improvements would result in increased runoff that substantially impacts storm drainage systems or results in runoff of stormwater that could degrade waterways and wetlands .

Potential Impacts: The scope of the proposed bikeway projects are generally confined to pavement striping and signage although new paving projects may involve clearing and earthwork, such as new subdivisions which may have bikeway related improvements. These projects will require separate CEQA review at the time the project is designed and put forth for permitting. Potentially significant impacts during the construction phase would be identified and mitigated at the time each such project is put forth. To mitigate potential impacts on storm water run off quality, the City shall implement mitigation measure HYD-1.

Mitigation measures: HYD-1: To mitigate impacts on storm water run off quality, individual project construction activities shall be required to meet the Best Management Practices (BMP) standards for construction and operational phase storm water runoff and to maintain the on-site BMPs. The Proposed Project shall implement BMPs to manage water quality by providing on-site runoff treatment in conformance with the Regional Quality Control Board General Permit and the City's Storm Water Management Plan. The subdivision and road improvement grading plans shall include a Storm Water Pollution Prevention Plan if the construction exceeds one acre, and less than one acre if part of a larger common planned development, Best Management Practices (BMPs) shall be incorporated into the project design in the following progression:

- Site Design BMPs (any project design feature that reduces the generation of pollutants or reduces the alteration of the natural drainage features, such as minimizing impervious surfaces or minimizing grading);
- Source Control BMPs (practices that prevent release of pollutants into areas where they may be carried by runoff, such as covering work areas and trash receptacles, practicing good housekeeping, and minimizing use of irrigation and garden chemicals);
- Treatment Control BMPs (a system designed to remove pollutants from runoff including the use of gravity settling, filtration, biological uptake, media adsorption or any other physical, biological, or chemical process).

As part of the SWPPP requirement of the applicant the following requirements shall be made part of the plan at a minimum:

- Require construction site operators to implement appropriate and effective erosion and sediment control BMP's to reduce or eliminate stormwater pollution;
- Require construction site operators to control waste such as discarded building materials, concrete truck washout, chemicals, litter and sanitary waste at the construction site that may cause adverse impacts to water quality;
- Develop appropriate structural and non-structural BMP strategies to address post-construction runoff;
- Effective impervious area does not exceed 5% of total project area within each plan area;
- Post-construction 10-year runoff for the plan area matches pre-construction runoff within 1%;
- Post construction time of concentration is less than preconstruction time of concentration; and
- Ensure adequate long-term operation and maintenance of control measures.

10. LAND USE AND PLANNING. Would the project:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Physically divide an established community?	1				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	1				X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	1				X

Impact Discussion:

- 10a. The proposed project will result in less barriers to the free and safe movement of people in the community..
- 10b-c. The proposed project would be consistent with the adopted General Plan Land Use Element / Local Coastal Plan, Circulation Element and other applicable elements and plans.

11. MINERAL RESOURCES. 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?

Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
1				X
1				X

Impact Discussion:

- 11a-b. There are no known mineral resources within the project vicinity.

12. NOISE. Would the project result in:

- a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?
- c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?
- d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
1,9			X	
1,9			X	
1			X	
1,9			X	

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 expose people residing or working in the project area to excessive noise levels?	1,9				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	1,9				X

Impact Discussion:

12a-d. **Environmental Setting:** The proposed project improvements will be implemented essentially within the confines of existing public rights of way and existing pavements. Noise levels within these transportation corridors are generally below 65 dBA on a day night average, which is within the acceptable noise exposure range for most outdoor activities.

Regulatory Setting / Impact Threshold: The proposed project would result in a significant impact if proposed bikeway improvements would result in, or be affected by, noise conditions in excess of the City Noise Element standards, either during construction or in operation. The Noise Element does not have standards limiting the noise exposure for bicyclists. Standards for construction noise limit construction times to normal working (daylight) hours.

Potential Impacts: The scope of the proposed bikeway projects are generally confined to pavement striping and signage. Noise exposure to users would be within acceptable range of recreational activities on all streets. Noise levels experienced along Grand Avenue, Highway 1 and US 101 would also be acceptable for bicyclists. The project will involve the use of construction equipment that could result in temporary noise increases that may impact adjacent residents or businesses. Implementation of mitigation measure NOI-1 would reduce impacts to a less than significant level.

Mitigation measures: NOI-1: To mitigate construction noise impacts, construction activities, such that the noise or vibration creates a disturbance across a property line, shall be limited to the hours of 7 a.m. to 7 p.m. Monday through Friday, and 8:00 a.m. to 5:00 p.m. on Saturday, Sunday, and holidays in accordance with the City's Noise Ordinance.

12e-f. The City is located within the vicinity of the Oceano airport. Project actions are consistent with the City Land Use Element and Circulation Element and would not conflict with airport use.

13. POPULATION AND HOUSING. Would the project:	Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	1,6				X

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	1,6				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	1,6				X

Impact Discussion:

13a-c. The project does not have the potential to increase population.

14. PUBLIC SERVICES.

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?

Other public facilities?

Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
1				X
1				X
1				X
1				X
1				X

Impact Discussion:

14a. The project does not create increased demand for public services or facilities.

15. RECREATION:

Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	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?	1				X
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?	1				X

Impact Discussion:

15a-b The project is intended to facilitate better and safer access to parks and schools where recreation facilities exist, however this accessibility is not anticipated to result in increased use of the facilities to the point where significant physical deterioration results.

16. TRANSPORTATION / TRAFFIC: Would the project:

- a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?
- b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?
- c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?
- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- e) Result in inadequate emergency access?
- f) Result in inadequate parking capacity?
- g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
1,2,7				X

Impact Discussion:

16a-g. **Environmental Setting:** The proposed project improvements will largely be implemented within existing pavements and public rights of way. The Plan implements Land Use and Circulation Element policies for safe and efficient bicycle transportation in the city and region. The pavements and public rights of way in the city are generally wider than needed for accommodation of planned vehicular traffic under the general plan.

Regulatory Setting / Impact thresholds: Because the proposed project is designed to have a beneficial effect on traffic volumes and is consistent with applicable City and County plans and policies for encouraging bicycle transportation, the applicable threshold for project actions would be that the project would have a significant impact if the proposed bikeway improvements result in traffic hazards of vehicle/bike/pedestrian hazards or conflicts.

Potential Impacts: All bicycle improvements will be consistent with the California Streets and Highway Code and State and local transportation standards that regulate transportation safety including widths, setbacks, site distance, signage and so forth, for the designation and development of class 1, 2 and 3 bikeways. In addition, the project includes education and training policies and programs. As a result no significant adverse impact on traffic safety is identified.

Mitigation Measures: none required.

17. UTILITIES AND SERVICE SYSTEMS.

		Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:						
a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	1				X
b)	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	1				X
c)	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	1				X
d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	1				X
e)	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?	1				X
f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	1				X

g) Comply with federal, state, and local statutes and regulations related to solid waste?

1				X
---	--	--	--	---

Impact Discussion:

17a-g. The proposed project would not create additional demand for public utility systems and services.

18. MANDATORY FINDINGS OF SIGNIFICANCE.

Sources	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X	
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)?	6,7		X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	6,7		X	

Impact Discussion:

- 18a. The proposed project may have a potential for temporary and long term cumulative impacts on biotic resources due to construction activities, however, these impacts, which are anticipated to be limited in scope, can be reduced to a less than significant level through the implementation of mitigation measures that would be identified in CEQA review when specific implementation projects are put forth for permitting.
- 18b. The proposed project may have a temporary cumulative impacts on air quality and noise levels due to construction activities, however, these impacts, which are anticipated to be limited in scope, can be reduced to a less than significant level through the implementation of mitigation measures that would be identified in CEQA review when specific implementation projects are put forth for permitting.
- 18c. There is no evidence of a potential for substantial adverse effects on humans as a result of implementation of the proposed project because the Master Plan is designed to increase public safety and does not require the modification of substantial natural resources.

19. EARLIER ANALYSES.

Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, one of more effects have been adequately analyzed in an earlier EIR or Negative Declaration. Section 15063 (c) (3) (D0. In this case a discussion should identify the following items:

a) Earlier analysis used.

None

b) Impacts adequately addressed. (Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.)

None

c) Mitigation measures. (For effects that are "Less than Significant with Mitigation Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions of the project.)

None

20. SOURCE REFERENCES.

1.	City of Grover Beach 2010 <i>City of Grover Beach General Plan Land Use Element / Local Coastal Plan</i> (certified 2000)
2.	City of Grover Beach 2004 <i>City of Grover Beach General Plan Circulation Element</i>
3.	Air Pollution Control District, County of San Luis Obispo. (April 2003). <i>CEQA Air Quality Handbook</i> San Luis Obispo.
4.	Air Pollution Control District, County of San Luis Obispo. (December 2001). <i>2001 Clean Air Plan</i> San Luis Obispo.
5.	RRM Design Group 2010 <i>Draft Beach Cities Multi-Use Trail Feasibility Study</i>
6.	City of Grover Beach 2009 <i>Final General Plan Land Use Element Update Master EIR</i>
7.	City of Grover Beach 2004 <i>Mitigated Negative Declaration for the Circulation Element Update 2004</i>
8.	City of Grover Beach, <i>Safety Element</i>
9.	City of Grover Beach, <i>Noise Element</i>
10.	City of Pismo Beach, 2001, <i>Initial Study and Mitigated Negative Declaration</i> , with technical studies, for the Dune Boardwalk / Promenade 3 Project.

III. MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MEASURES / MONITORING PROGRAM AND REPORTING.

Mitigation Measure AQ-1:

To mitigate fugitive dust emissions related to project construction, the following shall be implemented:

Prepare a Fugitive Dust Control Plan to be reviewed and approved by the City, which should include the following as applicable:

- Water all active construction areas at least twice daily. Frequency should be based on the type of

operation, soil, and wind exposure.

- Prohibit all grading activities during periods of high wind (one-hour average speeds of over 15 mph as measured at a height of approximately 10 feet above ground level within areas scheduled for grading).
- Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).
- Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations, and hydro-seed area.
- Haul trucks shall maintain at least 2'0" of freeboard.
- Cover all trucks hauling dirt, sand, or loose materials.
- Plant vegetative ground cover in disturbed areas as soon as possible.
- Cover inactive storage piles.
- Install wheel washers at the entrance to construction sites for all exiting trucks.
- Sweep streets if visible soil material is carried out from the construction site. Construction-related vehicles and mobile equipment access routes shall be specified – and roadway and parking lot (re)paving shall be sequenced within the overall construction schedule – so that such vehicles and equipment can make the maximum practical use of paved internal roadways and parking lots, either existing or improved/reconfigured as part of the project

Mitigation Implementation/Monitoring

- 1) **Performance Standard:** Implement Standard dust control measures
- 2) **Contingency Measure:** Determine in field
- 3) **Implementation Responsibility:** City
- 4) **Implementation Schedule:** During construction
- 5) **Monitoring Method:** Project site inspector

Mitigation Measure CUL-1: To mitigate potential impacts to cultural resources, the City shall contract with both a qualified archeologist and Native American monitor to review all grading activities, for any ground disturbing project within ¼ mile of any recorded archaeological site.

Mitigation Implementation/Monitoring

- 1) **Performance Standard:** perform records search and Implement monitoring if required
- 2) **Contingency Measure:** As determined by Monitor
- 3) **Implementation Responsibility:** City
- 4) **Implementation Schedule:** During construction
- 5) **Monitoring Method:** Archaeologist

Mitigation Measure HYD-1: To mitigate impacts on storm water run off quality, individual project construction activities shall be required to meet the Best Management Practices (BMP) standards for construction and operational phase storm water runoff and to maintain the on-site BMPs. The Proposed Project shall implement BMPs to manage water quality by providing on-site runoff treatment in conformance with the Regional Quality Control Board General Permit and the City's Storm Water Management Plan. The subdivision and road improvement grading plans shall include a Storm Water Pollution Prevention Plan if the construction exceeds one acre, and less than 1 acre if part of a larger common planned development, post construction time of concentration will be equal or greater than preconstruction time of concentration in ground disturbance areas. Best Management Practices (BMPs) shall be incorporated into the project design in the following progression:

- Site Design BMPs (any project design feature that reduces the generation of pollutants or reduces the alteration of the natural drainage features, such as minimizing impervious surfaces or minimizing grading);
- Source Control BMPs (practices that prevent release of pollutants into areas where they may be carried by runoff, such as covering work areas and trash receptacles, practicing good housekeeping, and minimizing use of irrigation and garden chemicals);

- Treatment Control BMPs (a system designed to remove pollutants from runoff including the use of gravity settling, filtration, biological uptake, media adsorption or any other physical, biological, or chemical process).

As part of the SWPPP requirement of the applicant the following requirements shall be made part of the plan at a minimum:

- Require construction site operators to implement appropriate and effective erosion and sediment control BMP's to reduce or eliminate stormwater pollution;
- Require construction site operators to control waste such as discarded building materials, concrete truck washout, chemicals, litter and sanitary waste at the construction site that may cause adverse impacts to water quality;
- Develop appropriate structural and non-structural BMP strategies to address post-construction runoff;
- Effective impervious area does not exceed 5% of total project area within each plan area;
- Post-construction 10-year runoff for the plan area matches pre-construction runoff within 1%;
- Post construction time of concentration is less than preconstruction time of concentration; and
- Ensure adequate long-term operation and maintenance of control measures.

Mitigation Implementation/Monitoring

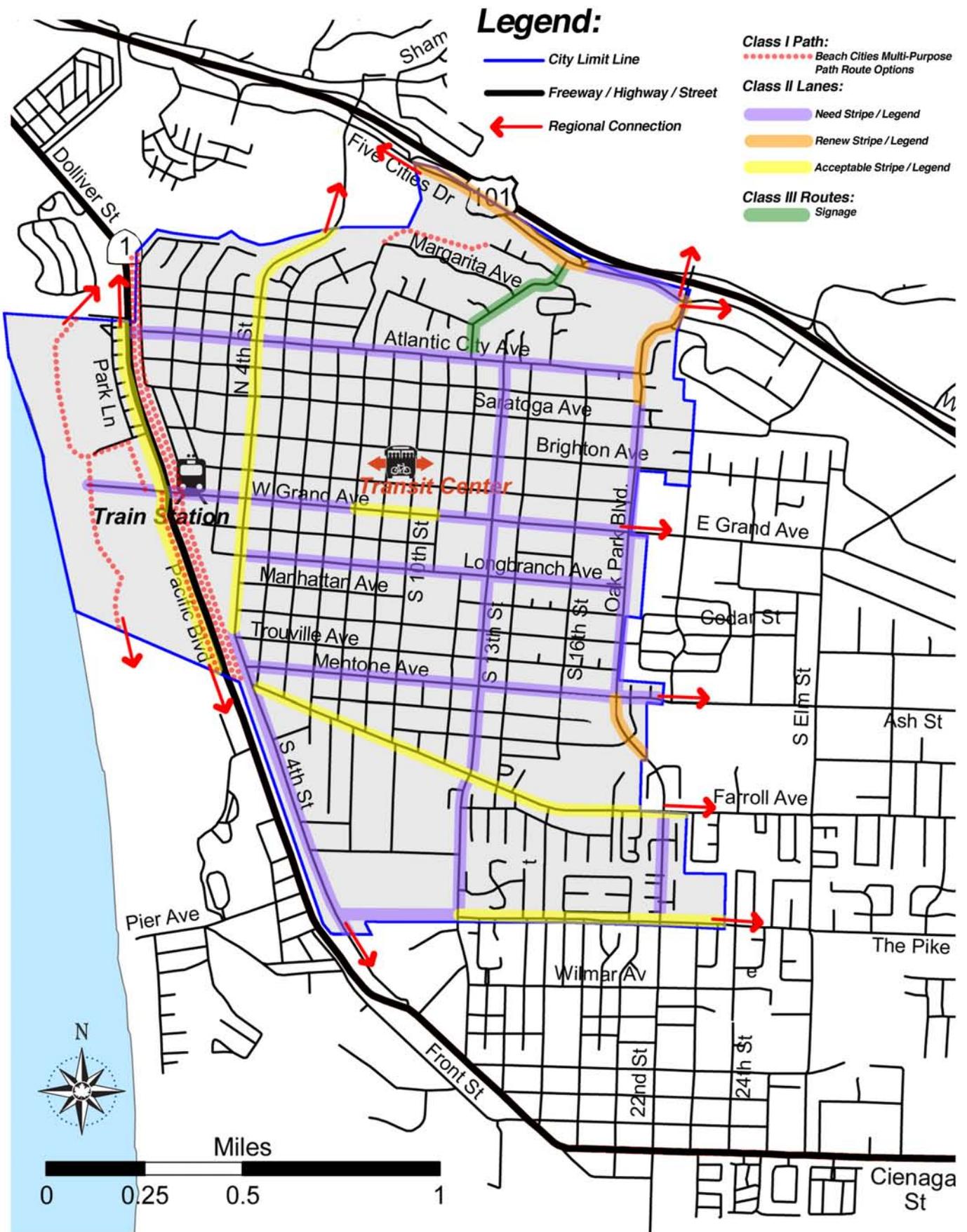
- 1) **Performance Standard:** Comply with SWMP and NPDES General permit
- 2) **Contingency Measure:** identify on plan
- 3) **Implementation Responsibility:** City
- 4) **Implementation Schedule:** During construction
- 5) **Monitoring Method:** Project site inspector

Mitigation Measure NOI-1.

To mitigate construction noise impacts, construction activities, such that the noise or vibration creates a disturbance across a property line, shall be limited to the hours of 7 a.m. to 7 p.m. Monday through Friday, and 8:00 a.m. to 5:00 p.m. on Saturday, Sunday, and holidays in accordance with the City's Noise Ordinance.

Mitigation Implementation/Monitoring

- 1) **Performance Standard:** Implement construction noise control measures
- 2) **Contingency Measure:** none
- 3) **Implementation Responsibility:** City
- 4) **Implementation Schedule:** During construction
- 5) **Monitoring Method:** Project site inspector



Bicycle Master Plan

Source: firma & Omni-Means

Figure 1

Figure 2 – Improvement Projects, Priorities and Cost

Priority	Facility type ¹	Project	Length	Cost ²	Notes
	2	Oak Park Blvd- US 101 to Saratoga: renew stripe	1,637 lf	\$3,421	
	2	Oak Park Blvd- Mentone to Farroll: renew stripe	1,742 lf	\$3,641	
	2	W. Grand Ave- Oak Park to 11 th : stripe and legend	2,587 lf	\$12,392	
	2	W. Grand Ave- 8 th to beach: stripe and legend	3,960 lf	\$18,968	
	2	Atlantic City Ave- 4 th to Oak Park	5,174 lf	\$24,785	
	2	Longbranch Ave- Oak Park to 4 th : Stripe and legend	4,435 lf	\$21,244	14 th to 16 th class 3 route
	2	13 th Street-Atlantic City to the Pike: stripe and legend	7,550 lf	\$36,164	Segments will need full street width to implement
	2	El Camino Real- 101 interchange west to City limit: Renew stripe	2,745 lf	\$5,738	
	2	El Camino Real- 101 interchange east to City limit: Stripe and legend	1,478 lf	\$7,081	
	2	Atlantic City- 4 th to Front St: stripe and legend	1,584 lf	\$7,587	Segments will need full street width to implement
	2	4 th Street-Trouville to south City limit: Stripe and legend	4,382 lf	\$20,991	Segments will need full street width to implement
	2	The Pike- 13 th to S. 4 th : stripe and legend	1,584 lf	\$7,587	Install with planned new street
	3	12 th Street-Atlantic City to ECR: class 3 signage	(4)	\$1,000	
	4	Bike rack and locker at Train Depot		\$5,000	
	4	Bike rack program for parks	(4)	\$5,000	
	1	Beach Cities Multi Use Trail-option D ³	4,540 lf	\$664K	
	1	Beach Cities Multi Use Trail-option A South of Grand to City limit segment			
	1	Beach Cities Multi Use Trail-option A 4 th Street to ECR segment			

¹ Facility Types are: 1= Class 1 path, 2= Class 2 lane, 3= Class 3 route, 4= other facility

² Based on recent City bid, the cost per block (370 linear feet) for a Class 2 lane is \$1,775 (\$4.79 / lf) and includes bike lane signs (4), bike lane symbol, 6 inch strip, 10% contingency and all design and management costs. Stripe and symbol renewal only is calculated at \$775 per block or \$2.09 / lf.

³ Refer to *Beach Cities Multi-Purpose Trail Feasibility Study* for all optional Class 1 path segments and detailed cost breakdown.

Cost shown here have 30% added for design, permitting and administration.

	1	Beach Cities Multi Use Trail-option B South of Grand to City Limit			
	1	Beach Cities Multi Use Trail-option E	1.2m	\$2.4M	
	1	Beach Cities Multi Use Trail-option F			
	4	Beach Cities Multi-Use Trail- UPRR bike / ped overpass bridge		\$3.9M	