



COUNTY OF SAN LUIS OBISPO
(MITIGATED) NEGATIVE DECLARATION & NOTICE OF DETERMINATION

FOR OFFICIAL USE ONLY (JMc)

ENVIRONMENTAL DETERMINATION NO. ED01-273

DATE: May 23, 2003

PROJECT/ENTITLEMENT: Senn/Glick Conditional Use Permit; D000336D

APPLICANT NAME: Charles Senn/Fred Glick
ADDRESS: 1141-A Pacific Street., San Luis Obispo, CA 93401
CONTACT PERSON: John L. Wallace & Associates Telephone: 805/544-4011

PROPOSED USES/INTENT: Proposal by Charley Senn (John Wallace & Assoc) for a Conditional Use Permit to allow for three two-story buildings, totaling 180,000 square feet, over three parcels (totaling 10 acres) for uses allowed within the Commercial Service land use category, as specified in the San Luis Obispo Area Plan, with certain limitations.

LOCATION: The proposed project is located on the northwest side of Highway 227, approximately 300 feet south of Airport Drive, south of the City of San Luis Obispo.

LEAD AGENCY: County of San Luis Obispo

OTHER POTENTIAL PERMITTING AGENCIES: Regional Water Quality Control Board, Air Pollution Control District

ADDITIONAL INFORMATION: Additional information pertaining to this environmental determination may be obtained by contacting the above Lead Agency address or (805) 781-5600.

COUNTY "REQUEST FOR REVIEW" PERIOD ENDS AT 5 p.m. on June 6, 2003
(Circle one) 20-DAY 30-DAY PUBLIC REVIEW PERIOD begins at the time of notice publication

Notice of Determination

State Clearinghouse No.

This is to advise that the San Luis Obispo County as [X] Lead Agency [] Responsible Agency approved/denied the above described project on and has made the following determinations regarding the above described project.

The project will not have a significant effect on the environment. A Negative Declaration was prepared for this project pursuant to the provisions of CEQA. Mitigation measures were made a condition of the approval of the project. A Statement of Overriding Considerations was not adopted for this project. Findings were made pursuant to the provisions of CEQA.

This is to certify that the Negative Declaration with comments and responses and record of project approval is available to the General Public at

Department of Planning and Building, County of San Luis Obispo
County Government Center, Room 310, San Luis Obispo, CA 93408-2040

County of San Luis Obispo

Signature Title Date Public Agency



COUNTY OF SAN LUIS OBISPO
INITIAL STUDY SUMMARY - ENVIRONMENTAL CHECKLIST

Project Title & No. Senn/Glick Conditional Use Permit ; ED01-273, D000336D

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: The proposed project could have a "Potentially Significant Impact" for at least one of the 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.

- | | | |
|-------------------------------------------------|-----------------------------------------------------------------|-----------------------------------------------------------------|
| <input checked="" type="checkbox"/> Aesthetics | <input checked="" type="checkbox"/> Geology and Soils | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Agricultural Resources | <input checked="" type="checkbox"/> Hazards/Hazardous Materials | <input checked="" type="checkbox"/> Transportation/Circulation. |
| <input checked="" type="checkbox"/> Air Quality | <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Wastewater |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Population/Housing | <input checked="" type="checkbox"/> Water |
| <input type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Public Services/Utilities | <input type="checkbox"/> Land Use |

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.

<u>John McKenzie</u>	<u>John McKenzie</u>	<u>5/20/03</u>
Prepared by(Print)	Signature	Date
<u>John Nall</u>	<u>John Nall</u>	<u>5/23/03</u>
Reviewed by(Print)	Signature	Date
	(for)	
	Ellen Carroll, Environmental Coordinator	

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 Environmental Division 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 Environmental Division, Rm. 310, County Government Center, San Luis Obispo, CA, 93408-2040 or call (805) 781-5600.

A. PROJECT

DESCRIPTION: - Proposal by Charley Senn (John Wallace & Assoc) for a Conditional Use Permit to allow for three two-story buildings, totaling 180,000 square feet, over three parcels (totaling 10 acres) for uses allowed within the Commercial Service land use category, as specified in the San Luis Obispo Area Plan, with the following limitations:

1. For any of the following uses proposed, the use will not exceed the specified cap (does not include storage areas):
 - Auto & Vehicle Dealers - 30,000 sq ft maximum;
 - Eating & Drinking Establishments (no fast food establishments) - 4,000 sq ft maximum;
 - Food & Beverage Retail Sales - 5,000 sq ft maximum;
 - Offices - 45,000 sq ft maximum*;
 - Repair Services (consumer); Furniture, Home Furnishings & Equipment, Copying and Reproduction - 90,000 sq ft maximum for combined total of these uses*.
 - General Merchandise Stores - 70,000 sq ft maximum*;

** Above uses may be increased up to 20% based upon an approved TRP. The above uses must demonstrate adequate on site parking per County Standards, including any credit provided by an approved TRP.*

2. All uses approved through business licenses for entire development shall show that the new use will not exceed the need for more than the approved parking spaces, when all development is considered. If the proposed use satisfactorily shows to the county that it will be complying with an APCD-approved trip reduction plan, a 20% reduction on parking calculations may be applied to those uses with an approved TRP.
3. The following uses shall not be allowed except as deemed consistent with the ALUP: residential development; public or private schools (excludes aviation related schools or training centers); health care services, nursing and personal care facilities, churches; public assembly and entertainment; libraries and museums.

The proposed project is located on the northwest side of Highway 227, approximately 300 feet south of Airport Drive, south of the City of San Luis Obispo

ASSESSOR PARCEL NUMBER(S): 076-511-010

SUPERVISORIAL DISTRICT # 4

B. EXISTING SETTING

PLANNING AREA: San Luis Obispo, San Luis Obispo Fringe

LAND USE CATEGORY: Commercial Service

COMBINING DESIGNATION(S): Airport Review

EXISTING USES: One accessory structure; undeveloped

TOPOGRAPHY: Gently to moderately sloping

VEGETATION: Grasses, forbs

PARCEL SIZE: 3 parcels totaling 10 acres

SURROUNDING LAND USE CATEGORIES AND USES:

North: Agriculture (scattered residences) *East:* Agriculture (scattered residences)
South: Commercial Service (undeveloped) *West:* City of San Luis Obispo - commercial
 (decorative rock storage and sales, SLO Co. airport)

C. ENVIRONMENTAL ANALYSIS

During the Initial Study process, several issues were identified as having potentially significant environmental effects (see following Initial Study). Those potentially significant items associated with the proposed uses can be minimized to less than significant levels.

**COUNTY OF SAN LUIS OBISPO
 INITIAL STUDY CHECKLIST**

1.	AESTHETICS - Will the project:	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a)	<i>Create an aesthetically incompatible site open to public view?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b)	<i>Introduce a use within a scenic view open to public view?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c)	<i>Change the visual character of an area?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d)	<i>Create glare or night lighting which may affect surrounding areas?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e)	<i>Impact unique geological or physical features?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f)	<i>Other _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The project is located just within the urban fringe that is a part of one of the southern transition/gateway areas between the City of San Luis Obispo and a rural section of the county that is largely in agriculture or undeveloped. The development will be visible to the heavily used Highway

229. This area's visual quality is ranked as moderate to high due to its transitional nature between urban and rural uses and the scenic backdrop of the Santa Lucia Mountains. The existing vegetation in the area consists mainly of grassland and smaller shrubs. The area's topography is relatively gently to moderately sloping to the northwest.

Impacts. As proposed, the project will potentially result in three large buildings (within an approximate 320 by 540 foot footprint) that will be almost 35 feet tall. The concrete tilt-up walls will include several openings for windows and doors on each side of the structure. The project includes landscaping around the entire development. Proposed trees in key viewing areas are evergreen, fast growing and are scaled to the height and mass of the proposed structures to provide substantial screening. In addition, the applicant proposes to use of a mix of darker exterior colors, which will also reduce the massing of the structure when combined with the other elements already discussed.

Mitigation. The project will be required to incorporate several measures (see Exhibit B) to reduce potential visual impacts to less than significant levels, such as: the use of darker exterior colors and providing substantial landscape screening.

2. AGRICULTURAL RESOURCES -	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
<i>Will the project:</i>				
a) <i>Convert prime agricultural land to non-agricultural use?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Impair agricultural use of other property or result in conversion to other uses?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Conflict with existing zoning or Williamson Act program?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Other _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Agricultural Resource Impacts - The soils on the site include Cropley clay and Tierra sandy loam, which are considered Class II (irrigated) and Class III (irrigated) soils, respectively. The project is surrounded on two sides by residences on large lots. No commercial agricultural activities immediately surround the subject properties. Approximately 1/2 mile to the south and southeast are vineyards, the closest commercial agricultural use. Subsequent to the change in land use category as a part of the 1996 Area Plan update, this property has been left fallow. The three properties individually or collectively are considered too small for any potential commercial agricultural use. The existing residences to the north and east would further reduce any potential agricultural use. The surrounding parcels within the Agriculture land use category (which include the above-referenced residences) are also 10 acres in size and potential commercial agricultural efforts would be very limited. The proposed project is consistent with the land use category and existing development patterns, and is not anticipated to conflict with the existing agricultural uses in the long term.

3. AIR QUALITY - Will the project:	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Violate any state or federal ambient air quality standard, or exceed air quality emission thresholds as established by County Air Pollution Control District?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Expose any sensitive receptor to substantial air pollutant concentrations?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3. AIR QUALITY - Will the project:	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
c) Create or subject individuals to objectionable odors?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be inconsistent with the District's Clean Air Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting/Impacts. In 1989, the State Air Resources Board designated San Luis Obispo County a non-attainment area for exceeding the State's air quality standards set for ozone and dust (small particulate matter). Based on the latest APCD Annual Air Quality Report (2001), the trend in air quality is mixed where unacceptable ozone levels were not exceeded countywide in 2000 (down from previous year), and 27 times for dust (up from the previous year).

The Air Pollution Control District (APCD) estimates that automobiles currently generate about 40% of the pollutants responsible for ozone formation. Dust, or particulate matter less than ten microns (PM 10), can be emitted directly from a source, and can also be formed in the atmosphere through chemical transformation of gaseous pollutants. Nitrous oxides (NOx) and reactive organic gasses (ROG) pollutants sometimes contribute towards this chemical transformation into PM10.

As proposed, the project will result in the disturbance of the entire 10 acre. This will result in both short-term vehicle emissions (which helps create ozone) and the creation of dust during construction. In addition, the project proposes up to 500 employees, and is estimated on generating approximately 2,290 vehicle trips daily. Based on Table 1-1 of the CEQA Air Quality Handbook, the project will likely generate slightly above 25 lbs./day of pollutants, which would warrant measures to mitigate for air quality impacts.

The project was referred to the Air Pollution Control District (APCD) for potential air quality impacts and consistency with the Clean Air Plan (CAP). Per APCD's response (see attached), the following issues were identified: sufficient ground disturbance/grading to warrant construction dust control measures; exceedence of daily thresholds for dust and vehicle emissions to warrant operational phase air quality mitigation. To mitigate these potential impacts, the District recommended the following measures be incorporated into the project: comply with APCD's standard construction dust control measures; and incorporate operational phase emission reductions relating to energy efficiency, develop a trip reduction plan and measures to encourage the use of alternative transportation modes.

Mitigation/Conclusion - The project will be required to comply with the following standard construction or operational mitigation measures, as described in APCD's response or CEQA Air Quality Handbook: subject to **construction measures** such as, reducing area of disturbance, use of water or establishing vegetation for dust suppression, limiting construction vehicle speeds, covering haul vehicles during material transport; incorporate **operational emission** reductions by including several measures to increase efficiency above minimum state requirements, creation of a trip reduction program and improve means to use less polluting alternative transportation modes. The applicant has agreed to incorporate these measures into the project (see Exhibit B). Therefore, upon implementation of these measures, air quality impacts will be reduced to less than significant levels.

4. BIOLOGICAL RESOURCES - Will the project:	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) Result in a loss of unique or special status species or their habitats?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4. BIOLOGICAL RESOURCES - <i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
b) <i>Reduce the extent, diversity or quality of native or other important vegetation?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Impact wetland or riparian habitat?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Introduce barriers to movement of resident or migratory fish or wildlife species, or factors which could hinder the normal activities of wildlife?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Other _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Biological Resources. Vegetation on the gently sloping site consists mostly of a non-native grassland habitat. A botanical report was completed and did not find any sensitive species. Therefore, potential biological resource impacts are considered less than significant.

5. CULTURAL RESOURCES - <i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Disturb pre-historic resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Disturb historic resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Disturb paleontological resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Other _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Cultural Resource Impacts. The project is located in an area historically occupied by the Obispeno Chumash. The project is not located in an area that would be considered culturally sensitive due to lack of physical features typically associated with prehistoric occupation. No evidence of cultural materials were noted on-site and no impacts are anticipated.

No older structures are present and no paleontological resources are known to exist in the area. Impacts to historic or paleontological resources are not expected.

6. GEOLOGY AND SOILS - <i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Result in exposure to or production of unstable earth conditions, such as landslides, earthquakes, liquefaction, ground failure, land subsidence or other similar hazards?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Be within a CA Dept. of Mines & Geology Earthquake Fault Zone (formerly Alquist Priolo)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

6. GEOLOGY AND SOILS -

Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
c) <i>Result in soil erosion, topographic changes, loss of topsoil or unstable soil conditions from project-related improvements, such as vegetation removal, grading, excavation, or fill?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Change rates of soil absorption, or amount or direction of surface runoff?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) <i>Include structures located on expansive soils?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) <i>Change the drainage patterns where substantial on- or off-site sedimentation/ erosion or flooding may occur?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) <i>Involve activities within the 100-year flood zone?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) <i>Be inconsistent with the goals and policies of the County's Safety Element relating to Geologic and Seismic Hazards?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) <i>Preclude the future extraction of valuable mineral resources?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) <i>Other _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting/Impacts - Geology/Soils. The topography of the project ranges from nearly gently to moderately sloping to the south. The area proposed for development is outside of the Geologic Study Area designation. The landslide risk potential is considered negligible. The liquefaction potential during a ground-shaking event is considered low to moderate. No active faulting is known to exist on or near the subject property. The Uniform Building Code includes numerous provisions to ensure structures are designed and built to withstand ground shaking events. Due to the high shrink-swell nature of the Cropley clay soil that is found on a portion of the subject property, building foundations will need to be designed to withstand this process.

Drainage. The project drains to an unnamed tributary that eventually reaches San Luis Obispo Creek, which is found west and south of the property. The project is outside of the 100-year Flood Hazard designation. As described in the NRCS Soil Survey, the property soils drain very poorly.

Future development on the subject property will be required to prepare a drainage plan (per County Land Use Ordinance, Sec. 22.52.080) that will be incorporated into the development to minimize potential drainage impacts. This drainage plan will need to include adequate measures, such as constructing onsite retention and detention basins, or installing surface water flow dissipaters. The drainage plan for the increased runoff from new construction will need to show that there will not be any increase in surface runoff beyond that of historic flows. The current proposal would create shallow basins that are also proposed for use as the project's parking areas.

Flooding problems are frequently experienced throughout the watershed of San Luis Obispo creek. A number of agricultural operations either in the lower lying areas or containing the more significant tributaries to the creek have regularly expressed concerns over the cumulative increase of surface flows and additional flooding from upstream urban development. In an effort to address this regional

issue, the Stream Management and Maintenance Program for the San Luis Obispo Creek watershed is being prepared. As a part of this program, a Watershed and Waterway Design Manual will be prepared, which will guide development to drainage designs that will mitigate their impacts and contribute to overall improvement for the area. At such time that specific development is proposed, drainage measures will need to be considered that would be compatible with or recommended by this Management Program to reduce some of the cumulative effects.

Sedimentation and Erosion. The soil types include: Cropley clay and Tierra sandy loam. As described in the NRCS Soil Survey, the soil surface is considered moderately erodible and has a low to high shrink-swell characteristic. Project grading will create exposed graded areas subject to increased soil erosion and down-gradient sedimentation. Approximately 10 acres of area are proposed for disturbance.

Erosion of graded areas and discharge of sediment down gradient will likely result, if adequate temporary and permanent measures are not taken before, during and after vegetation removal and grading. If not properly mitigated, these impacts both on the project site and within surrounding areas may be significant.

A sedimentation and erosion control plan shall be prepared (per County Land Use Ordinance, Sec. 22.52.090) and incorporated into the project to minimize sedimentation and erosion. The plan will need to be prepared by a registered civil engineer and address the following to minimize temporary and long-term sedimentation and erosion: slope surface stabilization, erosion and sedimentation control devices and final erosion control measures.

The Clean Water Act has established a regulatory system for the management of storm water discharges from construction, industrial and municipal sources. The California State Water Resources Control Board (SWRCB) has adopted a National Pollution Discharge Elimination System (NPDES) Storm Water General Permit which requires the implementation of a Storm Water Pollution Prevention Plan (SWPPP) for discharges regulated under the SWRCB program. Currently, construction sites of one acre and greater may need to prepare and implement a SWPPP which focuses on controlling storm water runoff. Municipal and industrial sources are also regulated under separate NPDES general permits. The Regional Water Quality Control Board is the local extension of the SWRCB, who currently monitors these SWPPPs. This project is disturbing more than one acre and will therefore be subject to the NPDES program.

Mitigation/Conclusion. Based on the proposed project and implementation of standard requirements (including the proposed mitigation measures) geological, drainage, and sedimentation/erosion impacts will be reduced to less than significant levels.

In addition, standard construction practices are expected to adequately address seismic safety concerns and any unfavorable soil conditions (e.g., shrink-swell potential).

7. HAZARDS & HAZARDOUS MATERIALS - Will the project:

- a) *Result in a risk of explosion or release of hazardous substances (e.g. oil, pesticides, chemicals, radiation) or exposure of people to hazardous substances?*
- b) *Interfere with an emergency response or evacuation plan?*

Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
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<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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7. HAZARDS & HAZARDOUS MATERIALS - Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
c) <i>Expose people to safety risk associated with airport flight pattern?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
d) <i>Increase fire hazard risk or expose people or structures to high fire hazard conditions?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Create any other health hazard or potential hazard?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Other _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Hazards & Hazardous Materials Impacts - The project is not located in an area of known hazardous material contamination. On-site water quality was tested for synthetic or volatile organic compounds, which could have been present due to previous agricultural and current airport activities. While some constituents were present, they are currently within acceptable levels and no mitigation is currently required. Water quality will be periodically monitored by the Environmental Health Division, and if problems are found, the applicant, or successors in interest, will be required to remedy to the satisfaction of the Environmental Health Division. No significant fire safety risk was identified. No significant impacts as a result of hazards or hazardous materials are anticipated.

Since specific uses or tenants are not known at this time, it is unknown if hazardous materials will be used on-site as a part of future uses. Prior to the storage or use of fuel or other hazardous chemicals CDF/County Fire and the Environmental Health Division will need to review and approve such storage/usage. As appropriate, these agencies would recommend specific measures for safe storage of these materials as well as recommended specific fire safety measures including sprinklers and on-site suppression equipment appropriate for the specific chemicals (e.g. foam). Such measures would reduce the safety impacts to a level of insignificance.

The project is within the Airport Review combining designation, and is within Zones 4 and 5 as shown in the San Luis Obispo Regional Airport Land Use Plan (ALUP), and is north and east of the centerline of Runway 25. The uses proposed are allowed by the ALUP. No features are proposed that would attract waterfowl. Exterior materials should not be highly reflective to aircraft. The height of the proposed structure and landscaping will not exceed what is allowed by the ALUP and Land Use Ordinance, and will not result in a safety risk for existing airport flight patterns. An aviation easement will be required as a part of project approval.

8. NOISE - Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Expose people to noise levels which exceed the County Noise Element thresholds?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Generate increases in the ambient noise levels for adjoining areas?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Expose people to severe noise or vibration?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Other _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The topography between the road and the site gently rises to the subject property. The closest residence exists approximately 140 feet east of the proposed development. The remaining surrounding uses include light to moderate industrial uses, vehicle storage and agriculture. The project is adjacent to the flight path of the lesser-used Runway 25 of the San Luis Obispo Regional Airport for smaller aircraft.

Impacts. The project proposes that all roll-up doors for delivery be "internalized" to an access driveway in the middle of the three buildings. Building 3 provides an important barrier for residences to the east to deflect potential noise from delivery trucks and potential loud machinery within these buildings. Construction of the project is proposed to be phased, where buildings 1 and 2 may precede building 3. Aircraft noise is expected to be loud enough to require special design of roofs that would provide for acceptable interior noise levels. A noise study (Lord; May, 2001) was prepared that evaluated noise impacts to the north and east property lines, since those properties include nearby residences. The focus of the report discussed impacts associated with: the construction of buildings 1 or 2 occurring before building 3, loud stationary equipment located outside of the proposed structures, and airport noise. Any interior or exterior equipment will be required to meet a 50 dB level at the property boundary adjacent to the residences. Due to the proximity of the flight line of Runway 25, additional acoustical treatment to the proposed buildings will likely be necessary to provide for acceptable interior noise levels of 45 dB.

Mitigation. The project will be required to incorporate the following measures to reduce potential noise impacts to less than significant levels:

- a. All loud stationary equipment shall be located either: 1) inside the building; or 2) if outside, on the ground along the western side of the building. Additional noise analysis would be needed if the equipment is louder than 75 dBA at 20 feet.
- b. Roll-up doors on the north and east sides of Buildings 1 and 2 shall be kept closed during working hours when not being used for loading. At such time that Building 3 is constructed, these doors may be left open if internal noises will be sufficiently blocked by Building 3 to stay within acceptable property boundary noise thresholds.
- c. Prior to occupancy of any building, an acoustical analysis shall be performed (and submitted to the County for review and approval) that shows adequate measures have been installed to be able to meet acceptable interior noise levels relating to aircraft and airport operations.

9. POPULATION/HOUSING -

Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Displace existing housing or people, requiring construction of replacement housing elsewhere?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) <i>Create the need for substantial new housing in the area?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Use substantial amount of fuel or energy?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Other _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Population and Housing Impacts - The applicant is estimating between 300 and 500 employees. Housing opportunities are limited within the City of San Luis Obispo.

There is very little nearby zoning within the unincorporated urban portions to support higher-density, affordable housing. The closest such density is mainly within the City of San Luis Obispo. In the County's efforts to provide for affordable housing, it currently administers a Community Development Block Grant program, which provides grants to projects relating to affordable housing throughout the county.

In addition, the county will be considering an Inclusionary Housing Ordinance during FY 2003/2004. While the outcome is uncertain, should the ordinance be approved, future commercial development would likely be required to pay a fee towards securing affordable housing. Should this be in place at the time of building permits, the proposed project would be subject to these fees.

10. PUBLIC SERVICES/UTILITIES -

Will the project have an effect upon, or result in the need for new or altered public services in any of the following areas:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Fire protection?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Police protection (e.g., Sheriff, CHP)?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Schools?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Roads?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) <i>Solid Wastes?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) <i>Other public facilities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Public Services/Utilities. The project area is served by the County Sheriffs Department and CDF/ County Fire as the primary emergency responders. A cooperative aid agreement exists between CDF and the City of San Luis Obispo Fire Department to respond to fire-related emergencies. The nearest sheriff station is located at the Los Osos substation. The project is located in the San Luis Coastal Unified School District. No significant project-specific impacts to utilities or public services were identified. Please refer to the Transportation section for a discussion on road impacts and required mitigation measures.

This project, along with numerous others in the area will have a cumulative effect on police and fire protection, recreation and schools. Public facility and school fee programs have been adopted to address this impact and will reduce the cumulative impact to a level of insignificance.

11. RECREATION - Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Increase the use or demand for parks or other recreation opportunities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Affect the access to trails, parks or other recreation opportunities?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Other _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Recreation Impacts - The County Trails Plan does not show a future trail being considered on the subject property. The project is not proposed in a location that will affect any trail, park or other recreational resource, and will not create a significant need for additional park or recreational resources. The proposed development will be subject to the Public Facility fee, of which a portion goes towards the acquisition and improvement of parks.

12. TRANSPORTATION/ CIRCULATION - <i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Increase vehicle trips to local or areawide circulation system?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Reduce existing "Levels of Service" on public roadway(s)?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Create unsafe conditions on public roadways (e.g., limited access, design features, sight distance, slow vehicles)?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Provide for adequate emergency access?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) <i>Result in inadequate parking capacity?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Result in inadequate internal traffic circulation?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) <i>Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., pedestrian access, bus turnouts, bicycle racks, etc.)?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) <i>Result in a change in air traffic patterns that may result in substantial safety risks?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) <i>Other _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting/Impacts - The proposed project will use Broad Street (Highway 227) for access. The recently completed "Route 227 Corridor Study" (Caltrans; August, 2002) identifies existing deficiencies at several nearby roads intersecting Highway 227. Given the increasing congestion on Highway 101, diversion of south-bound commuting traffic will continue to increase on Highway 227 to reach southern destinations (e.g., Arroyo Grande). This report identifies that the 2020 "buildout" scenario will bring unacceptable levels of road service at many intersections, such as an LOS "F" at Airport Drive/Highway 227. Providing improvements, such as installing more signals at key locations and widening to four lanes, would substantially reduce these impacts. In an effort to address these cumulative impacts, either the county or Caltrans will be collecting a "fair share" fee for cumulative effects or comparable improvements with similar financial costs will be required of the development (see Exhibit B).

Based on a traffic report (Penfield & Smith; April, 2002) submitted by the applicant, the 180,000 square foot development has been estimated to generate approximately 2,290 daily trips with 256 a.m. peak hour trips and 232 p.m. peak hour trips. Without the above-referenced mitigation, this additional traffic would substantially add to the cumulative degradation of the intersections discussed in the Caltrans Study.

As proposed, the access road alignment onto Highway 227 is approximately 300 feet from Airport

Drive/ Aero Loop South. This access road will also be serving the Morabito-Burke Tract development, which is based upon 500,000 square feet of buildings over the 58 acre area to the south of the Senn development.

The Airport is currently completing its Master Plan design and will include realignment of its new southern Highway 227 access to line up directly across from the proposed project's primary access (eliminating a potential road offset traffic safety concern). Although it is not known when this realignment effort would be completed, in the interim, while an approximate 300 foot offset exists (this separation does not provide for adequate left-turn queuing into both developments (Airport and Senn/Morabito) as they build out), at the point it is determined by Caltrans or the county that this becomes problematic, the Airport Manager has agreed to modify the Airport Drive/south airport entrance to become a "right-turn in and out only" until the realignment is completed.

While not required as necessary mitigation to reduce impacts to less than significant impacts, the City of San Luis Obispo, County Public Works and Caltrans have all expressed interest in the development of parallel roads to either reduce traffic on Highway 227 or divert traffic to existing or future signalized intersections. Public Works has recommended that a 40-foot strip along the western edge of the property be offered for future establishment of a parallel road should the on-site effluent spray field be abandoned in the future. On one hand, establishment of a parallel road could eventually reduce traffic safety problems for existing businesses to the north (e.g., Cuesta Equipment, etc. On the other hand, such an extension would likely parallel or encroach within an existing unnamed creek tributary that supports a healthy population of riparian vegetation.

On parking, the applicant intends to prepare a trip reduction program to reduce the potential need for parking spaces. In addition, new uses shall be reviewed through the business license application process to insure adequate parking is available.

On air traffic issues, the proposed building height and landscaping will conform with acceptable heights within the Airport Review area (Zone 4 & 5) to avoid the need of modifying any air traffic patterns. This item was brought before the Airport Land Use Commission (10/16/02) who approved the design currently proposed.

Mitigation/Conclusion - Per Exhibit B, the applicant has agreed to numerous measures to reduce traffic impacts to less than significant levels. In addition, the project will be required to complete standard frontage road improvements.

13. WASTEWATER - Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Violate waste discharge requirements or Central Coast Basin Plan criteria for wastewater systems?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Change the quality of surface or ground water (e.g., nitrogen-loading, daylighting)?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Adversely affect community wastewater service provider?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) <i>Other</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting/Impact. Based on Natural Resource Conservation Service (NRCS) Soil Survey map, the soil types are Croyley clay and Tierra sandy loam. Soil percolation in this area is generally considered poor. The project proposes to use an on-site package treatment plant with effluent spray fields along the western and eastern sides of the project. Such a system will need to obtain a wastewater

discharge permit through the Regional Water Quality Control Board and must meet the Central Coast Basin Plan criteria for such plants. A benefit of the treated effluent is that it will be of a high enough quality to use for watering of landscaping.

Mitigation/Conclusion. Prior to issuance of a building permit, plans will need to be submitted to the county for approval that shows an on-site RWQCB-approved package plant. The waste discharge permit will include a provision that the plant be properly maintained to avoid any health, safety or odor concerns to surrounding residential development.

As previously discussed, in addition to following the Central Coast Basin Plan, additional information may be needed prior to issuance of a building permit as follows: soil borings/ piezometer readings taken at leach line location showing that there is adequate separation, or if inadequate separation, plans for an engineered wastewater system that shows how the basin plan criteria can be met. Incorporation of these measures will reduce impacts to less than significant levels.

14. WATER - Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Violate any water quality standards?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Discharge into surface waters or otherwise alter surface water quality (e.g., turbidity, temperature, dissolved oxygen, etc.)?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Change the quality of groundwater (e.g., saltwater intrusion, nitrogen-loading, etc.)?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Change the quantity or movement of available surface or ground water?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) <i>Adversely affect community water service provider?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) <i>Other _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Water Usage. The project proposes to use off-site wells that will become a part of the East Airport Area Mutual Water Company. In an effort to determine the significance of the project's water impact on the groundwater basin, staff has determined that if the project can stay at or below the regional recharge rate (plus project specific components), the impacts would be less than significant.

The applicant has provided water reports (Katherman: undated; March, 2001; December, 2001) that provide information on expected water usage, recharge capabilities of the aquifer, potential well interference, and effects from drought conditions. Mr. Katherman has assumed that up to 500 employees could exist within the proposed development and has applied a water usage rate based on information provided by the applicant on a nearby similar development (Creekside). With these assumptions, indoor water usage has been calculated to be 3.6 acre-feet per year (AFY) and outdoor irrigation needs of approximately 2.0 AFY. The allowed uses for this project will include many that are considered much less employee-intensive than Mr. Katherman's estimates.

Another source commonly used to estimate water usage for projects comes from the "City of Santa Barbara Water Demand Factor & Conservation Study 'User Guide'" (Aug., 1989)". Using the 500 employee estimate, the entire development could be considered a lower-density "office" level of development (one employee per 360 square feet). Based on these factors, as shown below, a reasonable "worst case" indoor water usage estimate (that has applied standard water conservation measures) using this report would likely be about (10.8) acre-feet/year (afy):

180,000 square feet of General Office (@ 0.06AF/1,000 sf) = 10.8 afy

Other less water intensive uses allowed that are in this report include:

Industrial Assembly and Manufacturing @ 0.050 /1000 sf for 180,000 sf = 9 afy
Warehouse/Industrial Storage @ 0.040 /1000 sf for 180,000 sf = 7.2 afy

While the overall applicant's estimate is lower than the above-reference estimate, provisions are in place to keep usage balanced with the estimated recharge rate discussed below.

Based on the Katherman reports, and given that the general area may be subject to limited water availability (SLO Area Plan), the following methodology was used to establish upper water use limits for this airport area project in an effort to provide balance between water usage and groundwater recharge. The following is also based upon these reports concluding that the aquifer serving the project will recharge quickly after "average" to "good" rain years.

Per Katherman's report, a conservative estimate for the basin's overall "average" rainfall recharge is 0.25 afy per acre and a creek/stream recharge of 0.04 afy per acre. Other "project-specific" factors proposed for consideration include leach field recharge and landscape irrigation recharge. In this case, the wastewater treated at the package treatment plant will get no credit for leach line recharge since the treated water is expected to be used for landscaping. The following table summarizes these estimates for "average" and "drought" recharge rates.

OVERALL "AVERAGE-YEAR" RECHARGE (AFY per acre)

Rainfall	Leach field	Irrigation	Creek/Stream	Subtotal	Property Size (acres)	TOTAL
0.25	0.0	0.007	0.04	0.321	10	2.97 AFY

OVERALL "DROUGHT-YEAR" RECHARGE (AFY per acre)

Rainfall	Leach field	Irrigation	Creek/Stream	Subtotal	Property Size (acres)	TOTAL
0.18	0.0	0.006	0.027	0.237	10	2.13 AFY

Given that the development is requesting certain uses that could exceed this average on-site "recharge" rate (about 5 ½ afy requested and 3 afy of average recharge) the adjacent properties (Morabito-Burke Tract Map) are proposing a much lower density development and, using this recharge rate, will have unused water available in excess of their demands. They have agreed to reduce their cap, using this recharge rate, by 2.5 afy for use by the proposed development, which will bring a balance between water usage and water recharge.

The project will also prepare a "Drought-Year" Water Management Plan showing what triggers will be applied to the development near the beginning of a potential "drought-year" and what measures shall be employed to be able to reduce water consumption to the "drought-year" rate.

POTENTIAL CREDITS

The on-site package treatment plant may be able to reclaim water sufficiently for use as landscape irrigation water, and may receive additional water usage "credits", where it is shown that the amount of water reclaimed exceeds on-site landscape irrigation demands, and that an adjacent development is able and willing to receive this "extra" for their irrigation needs (instead of pumping groundwater).

To successfully monitor water usage, meters will need to be installed throughout the development, as

well as on the wells to be used. If these wells are turned over to a water company to operate, that water company would need to continue monitoring to provide the information needed to insure usage stays within the established maximum amounts.

The proposed on-site package treatment plant can theoretically turn up to 90% of the treated effluent into non-potable water that would be available for landscape irrigation. This could possibly provide for all of the project's landscape water needs, as well as possibly provide for a small water usage "credit" if surrounding commercial properties would accept and use the "extra" treated water instead of using well water.

Environmental Health has reviewed the project and has determined that there is preliminary evidence that the proposed wells can produce sufficient quantities of water to serve the proposed project, and that based on preliminary efforts there should not be any significant pumping interference to or from nearby wells.

The 2002 Resource Management System Annual Resource Summary Report (RMS) is the county's tool to provide a cumulative areawide assessment of water resources. Based on available water information, the report recommends that the SLO ground water basin should be considered for a Level of Severity II designation. It is important to note this is a staff recommendation based only on preliminary evidence. To verify that this condition really exists, typically a Resource Capacity Study is completed. No such report has been completed to date. If such a study were approved by the Board of Supervisors, and that a Level II condition was found to exist, it would mean that the projected water demand over the next seven years equals or exceeds the estimated dependable supply.

Mitigation. The attached Exhibit B requires that the project incorporate a number of measures to provide for sufficient water quantity and quality. These measures relate to water usage, usage monitoring (including water company providing information), pipe leakage, landscaping, low-flow water fixtures, prepare and implement drought water management plan.

Also, to conserve water, the project will be subject to the County's Title 19 (Building and Construction Ordinance, Sec. 19.20.240), which requires the following water-conserving fixtures for domestic use: toilets limited to 1.6 gallons/flush; showerheads and faucets limited to 2.75 gallons/minute (see additional measure below); spas and hot tubs shall use recirculating systems; and water supply piping shall be installed so each dwelling unit may be served by a separate water meter.

Per Section 22.16.040 of the County's Land Use Ordinance, the project is required to prepare a Landscape Plan. As a part of that plan (per LUO Secs. 22.04.184-186), water efficient landscape methods and materials shall be used to reduce water consumption to the extent possible.

Over time, the main water pipes will likely begin leaking for a variety of reasons. In many cases, this may go unnoticed for long periods if the leaking water does not reach the surface. The required water meters between the wells and the buildings will provide an excellent means to track this potential problem. If this comparison shows that there is a water loss greater than 15%, the water purveyor will be required to fix the leaking pipe(s).

Water Quality - Setting/Impacts. The nearest water course is an unnamed tributary to San Luis Obispo Creek that is approximately 500 feet north of the proposed project. The topography of the site is gently to moderately sloping to the northwest.

The project proposes to disturb the entire 10 acre area. Features of the project that will have potential impacts to surface water quality include: grading, additional runoff from new impermeable surfaces, work during the rainy season, establishing large paved areas and parking lots.

Groundwater quality will be tested initially before occupancy for potability. Due to the project's proximity to agricultural and airport uses Environmental Health Division will periodically request water

quality testing, which may include volatile and synthetic organic compounds. Remedial measures will be required immediately by Environmental Health if any measured constituent is found to be outside of the levels determined by the state to be safe.

Mitigation/Conclusion. The project will be subject to the following standard ordinance requirements to substantially reduce construction-related surface water quality impacts:

Drainage Plan - compliance with this plan (per LUO Section 22.52.080) will direct surface flows in a non-erosive manner through the site. (In addition, due to the additional runoff created, a detention basin will be required, to slowly meter the additional project-related runoff in a non-erosive manner out to the watershed.)

Sedimentation and Erosion Control Plan - compliance with this plan (per LUO Section 22.52.090) will minimize project's potential short-term construction and long-term erosion and sedimentation impacts to down-gradient drainages through design and/or installation or use of one or sedimentation and erosion control devices (e.g., silt fencing, straw bales, etc.).

Stormwater Pollution Prevention Plan - Future development on this property will be subject to a "Stormwater Pollution Prevention Plan" permit through the Regional Water Quality Control Board, which would further reduce potential surface water impacts.

Environmental Health will determine the need for periodic supplemental water quality testing for volatile or synthetic organic compounds.

Incorporation and implementation of these standard mitigation measures at the time specific development occurs and compliance with the Central Coast Basin Plan will reduce potential surface and ground water quality impacts to a less than significant level.

15. LAND USE - Will the project:

	Inconsistent	Potentially Inconsistent	Consistent	Not Applicable
a) <i>Be potentially inconsistent with land use, policy/regulation (e.g., general plan [county land use element and ordinance], local coastal plan, specific plan, Clean Air Plan, etc.) adopted to avoid or mitigate for environmental effects?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) <i>Be potentially inconsistent with any habitat or community conservation plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Be potentially inconsistent with adopted agency environmental plans or policies with jurisdiction over the project?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Be potentially incompatible with surrounding land uses?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Other _____</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting/Impacts - The proposed project was reviewed for consistency with policy and/or regulatory documents relating to the environment and appropriate land use (e.g., County Land Use Ordinance, Local Coastal Plan, etc.). Referrals were sent to several agencies to review for various policy consistencies (e.g., APCD on Land Use Strategies of the Clean Air Plan), The project was found to be consistent with these documents.

The proposed project is not within or adjacent to a Habitat Conservation Plan area.

The surrounding uses are as follows: North - Scattered single family residences; South - vacant, agricultural crops; East - Scattered single family residences; West - decorative rock sales and storage, wholesale plumbing facility. With the required mitigation measures listed in other sections (e.g., noise), the proposed project is compatible with these surrounding uses.

Mitigation/Conclusion - No inconsistencies were identified and therefore no additional measures above what will already be required was determined necessary.

16. MANDATORY FINDINGS OF SIGNIFICANCE - Will the project:

Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
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a) *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?

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

c) *Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

For further information on CEQA or the county's environmental review process, please visit the County's web site at "www.slocoplanbldg.com" under "Environmental Review", or the California Environmental Resources Evaluation System at "http://ceres.ca.gov/topic/env_law/ceqa/guidelines/" for information about the California Environmental Quality Act.

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Exhibit A - Initial Study References and Agency Contacts

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

<u>Contacted</u>	<u>Agency</u>	<u>Response</u>
<u>X</u>	County Public Works Department	Attached
<u>X</u>	County Environmental Health Division	Attached
<u> </u>	County Agricultural Commissioner's Office	Not Applicable
<u>X</u>	County Airport Manager	None
<u>X</u>	Airport Land Use Commission	In file
<u>X</u>	Air Pollution Control District	Attached
<u> </u>	County Sheriff's Department	Not Applicable
<u>X</u>	Regional Water Quality Control Board	None
<u> </u>	CA Coastal Commission	Not Applicable
<u> </u>	CA Department of Fish and Game	Not Applicable
<u>X</u>	CA Department of Forestry	Attached
<u>X</u>	CA Department of Transportation	Attached
<u> </u>	_____ Community Service District	Not Applicable
<u>X</u>	Other <u>City of San Luis Obispo</u>	Attached

* "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.

- | | |
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| <ul style="list-style-type: none"> <u>✓</u> Project File for the Subject Application <u> </u> <u>County documents</u> <u>✓</u> Airport Land Use Plans <u>✓</u> Annual Resource Summary Report <u>✓</u> Building and Construction Ordinance <u> </u> Coastal Policies <u>✓</u> Framework for Planning (Coastal & Inland) <u>✓</u> General Plan (Inland & Coastal), including all maps & elements; more pertinent elements considered include: <ul style="list-style-type: none"> <u>✓</u> Agriculture & Open Space Element <u>✓</u> Energy Element <u>✓</u> Environment Plan (Conservation, Historic and Esthetic Elements) <u>✓</u> Housing Element <u>✓</u> Noise Element <u>✓</u> Parks & Recreation Element <u>✓</u> Safety Element <u>✓</u> Land Use Ordinance <u> </u> Real Property Division Ordinance <u>✓</u> Trails Plan <u> </u> Solid Waste Management Plan | <ul style="list-style-type: none"> <u>✓</u> San Luis Obispo Area Plan and Update EIR <u> </u> _____ Circulation Study <u> </u> <u>Other documents</u> <u>✓</u> Archaeological Resources Map <u>✓</u> Area of Critical Concerns Map <u>✓</u> Areas of Special Biological Importance Map <u>✓</u> California Natural Species Diversity Database <u>✓</u> Clean Air Plan <u>✓</u> Fire Hazard Severity Map <u>✓</u> Flood Hazard Maps <u>✓</u> Natural Resources Conservation Service Soil Survey for San Luis Obispo County <u>✓</u> Regional Transportation Plan <u>✓</u> Uniform Fire Code <u>✓</u> Water Quality Control Plan (Central Coast Basin - Region 3) <u> </u> Other _____ <u> </u> Other _____ |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

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

- Traffic Impact Analysis (Penfield & Smith; July, 2000; April & May, 2002; May 29, 2002)
- Route 227 Corridor Study (Caltrans, August, 2002)

Applicant's Project Description (w/ Appendices on water wells, hydrology/drainage report, percolation feasibility, traffic, botanical (Holland, 3/00), archaeological report (Gibson, 3/00)
Applicant's Visual Resource Analysis & Airport Compatibility Analysis (1/01)
Water Reports (Katherman, undated,
Noise Assessment (David Lord; May. 2001)
Percolation Study (Geo Source, Inc., July, 1999)

Exhibit B - Mitigation Summary Table

Aesthetics

V-1 Upon submittal of construction plans:

- A. As per the Landscape Concept Plan (revised 12/13/02) prepared by Oasis Landscape Architecture and Planning, all future structures shall show they will be landscaped to provide a 50% screening (at plant maturity) as viewed from Highway 227 as provided in the landscape plan. Screening vegetation, plant types, and locations, shall be: evergreen, fast-growing in clay soils (75% reaching maturity heights within 5 years), and drought-tolerant or other County approved plant materials achieving a similar result. Mature size and type of vegetation shall be in scale with the size and height of the proposed structures. Plant types and locations shall be reviewed and approved by the county (Planning Dept.) prior to issuance of construction plans. Tree species with mature heights greater than 40 feet shall not be allowed (to minimize potential conflicts with airport operations);
- B. All parking areas, water tank(s) and outside storage areas shall be landscaped to provide a 100% screening (at plant maturity) as viewed from Highway 227. Screening vegetation shall be: sized to the situation (e.g., 4-5 ft shrubs for parking areas, etc.), evergreen, fast-growing in clay soils, and drought-tolerant.
- C. All fencing should be minimized, but when needed shall use attractive materials.
- D. Where possible, structures (on-site or surrounding) shall be used to help screen parking areas as seen from Highway 227 primarily, with secondary consideration given to screening from other streets;
- E. To minimize the visual impacts of proposed massing of structures, in addition to the proposed landscaping, the exterior walls and metal canopies of the three structures located on Sites 1, 2 and 3 of the proposed development shall be painted according to the approved color board (prepared by Pults & Associates). These darker, blending colors shall consist of the following: copper metallic (MBCI, SIG-300), Adobe (Dunn Edwards, SP 41) and Navajo white (Dunn Edwards, SP 60). All highway-visible accessory structures over six feet tall shall use a similar or darker color palette.
- F. All landscaping not needed for screening buildings or other structures shall be "low profile", where long distance views through the site are maximized;
- G. All landscaping materials and design shall be specified by a landscape architect and installed by a qualified landscape contractor; all recommendations to maximize the success of the vegetation shall be incorporated into the installation of this vegetation (e.g., soil amendments, etc.);
- H. No portion of any structure, including roof-mounted equipment, shall exceed 35 feet. All roof-mounted equipment shall not be visible as viewed from Highway 227, and, as needed, shall be architecturally screened (e.g. roof parapets, etc.);
- I. All monument signage shall be low profile and no more than four feet eight inches in height. Building, monument or other signage shall not be "backlit".

- V-2 All exterior lighting that could have a direct "line of sight" with surrounding residential development shall be fully shielded, where none of the bulb or highly reflective portions of the light can be seen directly. This shall be verified by the county prior to final inspection. All other exterior lighting shall be shielded and directed downwards into the development. The height of light standards shall be no higher than determined absolutely necessary for its specific application. Light intensity shall be no more than

determined necessary for safety purposes. Light sources shall be of energy efficient design (e.g. sodium-based, metal halide, etc.). **As a part of construction plan submittal**, a lighting plan shall be submitted for county review and approval that incorporates the above measures.

- V-3 All efforts will be made to create drainage basins that are shallow enough to avoid the need for fencing. If fencing is required, such fencing shall be fully screened with evergreen and fast-growing landscaping. Basin design shall be reviewed and approved by the County **prior to issuance of construction permit**.
- V-4 The following areas will be fully screened from Highway 227: loading, service, storage, trash, recycling collection areas, utilities. Wherever possible, landscaping shall be used to "soften" or enhance the screened area.

Air Quality

- AQ-1 **During construction/ground disturbing activities**, the applicant shall implement the following particulate (dust) and ozone control measures. These measures shall be shown on all applicable construction plans. In addition, the contractor or builder shall designate a person or persons to monitor the dust control measures and to order increased watering, as necessary, to prevent transport of dust off site. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD **prior to commencement of construction**.
- a. Reduce the amount of disturbed area where possible.
 - b. Use water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency will be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible.
 - c. All dirt stock pile areas should be sprayed daily as needed.
 - d. Permanent dust control measures, such as implementation of approved landscape plans, shall be implemented as soon as possible following completion of any soil disturbing activities.
 - e. 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-aggressive grass seed (e.g., native, barley) and watered until vegetation is established.
 - f. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
 - g. All trucks hauling dirt, sand, soil, or other loose 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 Section 23114. (This measure has the potential to reduce PM10 (particulate matter) emissions from this source by 7 to 14%).

- h. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site. (This measure has the potential to reduce PM10 emissions from this source 40 to 70%).
- i. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible. (This measure has the potential to reduce PM10 emissions from this source 25 to 60%).
- j. Maintain equipment in tune per manufacturer's specifications.
- k. Limit the cut and fill process to less than 2,000 cubic yards per day.

AQ-2 **At the time of application for construction permits**, up to eight showers will be shown on plans and installed as follows and made available to all employees of this development:

- A. **Prior to final inspection of the first building**, install one (1) men's, women's or unisex shower/ dressing room on the ground floor, and the "stubbing in" for a second shower facility (to be used as storage area until determined otherwise); this shall be easily accessible to all employees within the development;
- B. **Prior to final inspection of the second building**, install one (1) men's, women's or unisex shower/ dressing room on the ground floor, and the "stubbing in" for a second shower facility (to be used as storage area until determined otherwise); this shall be easily accessible to all employees within the development;
- C. **Upon completion of the first two buildings, one men's and one women's, or two unisex shower/ dressing room(s) will exist.**
- D. **Prior to final inspection of the third building**, install one (1) men's and one (1) women's shower/dressing room on the ground floor, and the "stubbing in" of plumbing lines for two (2) additional shower facilities (one for men, one for women)(to be used as storage areas until determined otherwise); these shall be easily accessible to all employees within the development;
- E. **Prior to final inspection**, water meters shall be installed where shower usage can be measured. Readings shall be taken once a month with a yearly summary provided to APCD. Based on the usage of these facilities, as determined necessary by APCD, applicant will convert storage areas to shower facilities.

AQ-3 **At the time of application for construction permits**, 10 bicycle spaces and four bicycle lockers shall be shown within close proximity of customer and employee entrances, as determined appropriate by APCD. **Prior to occupancy**, these items shall be installed. Other potential areas (for at least 12 lockers) shall be identified on the plans for possible future installation (should the usage warrant additional lockers). Locker usage shall be monitored by the applicant and APCD. As determined warranted by APCD, additional lockers in these identified areas shall be installed by the applicant.

AQ-4 **As a part of construction plan submittal**, an APCD-approved trip reduction program shall be submitted. The intent of the TRP will be to reduce parking requirements by 20%. The following is a partial list of components to be considered in such a plan: providing APCD one point of contact (e.g., property manager) for the entire development; requiring each business (e.g., through lease agreement) to designate a

specific employee responsible for implementing and following the TRP for their business, which may include employee flex time (e.g., reducing work week from 5 to 4 days), providing biking facilities, education of employers and employees on benefits of telecommuting, employee incentives (e.g., transit, rideshare or carpooling subsidies), and feasible means to monitoring the TRP measures, etc. An enforcement mechanism shall be included that meets APCD approval. All applicable components shall be shown on construction plans.

- AQ-5 **At the time of occupancy of the first unit and thereafter as new or additional uses are proposed**, an applicant-generated parking availability report shall be submitted to the county for review and approval that demonstrates there is adequate parking for each use proposed per the Land Use Ordinance. No additional business license approvals shall be issued, if approved development is shown to exceed approved number of parking spaces. The applicant, or successor in interest, shall submit an annual report to the county that identifies approved uses and their parking requirements per the LUO.
- AQ-6 **At the time of application for construction permits for tenant improvements**, the applicant shall show on all applicable plans the location of indoor and outdoor eating areas for employees. Initially, outdoor facilities shall consist of two picnic tables, or equivalent, located in a pleasant setting. Plans shall show where future expansion for two picnic tables, or equivalent, could be accommodated out of doors should the initial facilities be fully used. At such time, this expansion area shall be improved with the necessary furniture/accessories. Each business shall provide for or have access to refrigeration and microwave facilities for employee use.
- AQ-7 **At the time of application for construction permits**, the plans shall show what the minimum energy requirements are and that the buildings' wall and attic insulation will be at least one level (10%) above Title 24 requirements.
- AQ-8 **At the time of application for construction permits**, the applicable plans shall show that at least two of the following energy efficiency measures will be incorporated into the project design:
- A. Provide shade tree planting along the southern exposures of buildings to reduce summer cooling needs;
 - B. Provide shade tree planting in parking lots to reduce evaporative emissions from parked cars;
 - C. Provide built-in energy efficient appliances, where applicable;
 - D. Provide double-paned windows;
 - E. Use sodium parking lot lights;
 - F. Use energy efficient interior lighting.

Geology and Soils

- GS-1 **Prior to surface water leaving the site**, it shall be first intercepted by properly sized hydrocarbon separators/filters. **Prior to occupancy**, a commercial property owner's association, or some other method/means approved by the county, shall be established to include a provision and financial means to keep these separators/filters maintained on a regular basis and in good working order. These measures shall be

shown on all applicable improvement plans and approved by the county **prior to grading/building construction.**

- GS-2 As a part of construction plan submittal, to minimize potential sedimentation to downstream resources, a sedimentation and erosion control plan shall be prepared for all grading activities.
- GS-3 Any disturbed areas shall be restored and revegetated as soon as possible.
- GS-4 **Prior to issuance of construction permits**, applicant shall prepare a Storm Water Pollution Prevention Plan (approved by Regional Water Quality Control Board) that includes Best Management Practices. These measures shall be incorporated into the applicable construction plans.

Noise

- N-1 **At the time of construction plan submittal**, per the noise analysis (Lord; May, 2001), all loud stationary equipment shall be located either: inside the building; west of Buildings 1, 2 or 3, where any direct line of noise source would be blocked by one of these buildings; or fully within an enclosure designed for noise reduction to acceptable levels. **As a part of this submittal or as a part of all future business license requests**, use of any heavy machinery, such as milling machines, industrial blowers, compressors, etc., shall be identified in the application. A supplemental noise report shall be included showing the noise impacts and what, if any, special measures will be installed to reduce these impacts to acceptable thresholds to surrounding residential development.
- N-2 Roll-up doors on the north and east sides of Buildings 1 and 2 shall be kept closed during working hours when not being used for loading. At such time that Building 3 is constructed, these doors may be left open if internal noises will be sufficiently blocked by Building 3 to stay within acceptable property boundary noise thresholds.
- N-3 Prior to occupancy of any building, an acoustical analysis shall be performed (and submitted to the County for review and approval) that shows adequate measures have been installed to be able to meet acceptable interior noise levels relating to aircraft and airport operations.

Public Services

FIRE SAFETY

- PS-1 The applicant has read CDF's 4/24/00 letter and agrees to incorporate these measures as a part of a fire safety plan, **prior to final inspection**, including but not necessarily limited to: installation of a commercial fire/life safety sprinkler system (monitored by licensed alarm company), providing portable fire extinguishers, providing roof access from two points, providing at least 180,000 gallons exclusively for stored fire water (1,500 gallons for 120 minutes) available at all times with water pressure between 20 and 150 psi, installation of several fire hydrants meeting CDF standards, providing minimum of 20' fire lanes that are all-weather surfaces, and roads shall provide for at least a 30-ton load capacity (City of SLO Fire Department requirement).
- PS-2 Water delivery system for fire water should be designed with eventual connection to

City of San Luis Obispo water anticipated. Such provisions shall be **shown on construction plans.**

PS-3 **As a part of construction plan submittal**, the development will need to:

- A. Identify what, if any, hazardous materials or wastes could result from the proposed uses. In addition, the application shall identify how any such materials or wastes will be handled or stored on-site;
- B. Work with CDF on the need for additional fire hydrants if development is more than 150 feet from streets.

Transportation/Circulation

TR-1 **Pre-realignment of Airport Drive west of Highway 227** - Should occupancy of this development be approved prior to the County Airport realigning Airport Drive (southern access) with Tract 2368 northern access road, the applicant shall install a median (or functional equivalent such as a right-in, right-out triangle on Airport Drive) along Highway 227, if required by Caltrans. Such improvements should meet Caltrans approval and design standards, to prevent left turns to or from Airport Drive onto Highway 227, if required by Caltrans, this work shall be completed prior to occupancy. This shall remain in effect until such time Airport Drive is realigned with project's access road and is signalized.

TR-2 **Prior to occupancy or final building permit inspection, whichever occurs first**, the following traffic measures shall be completed, or financial arrangements made pursuant to a mitigation fee program:

- A. Installation of the access road fronting the site to a 2/3 A-2 (urban) standard, minimum paved width to be 26 feet (two 12-foot lanes plus a 2-foot shoulder adjacent to the curb); and from the site to Highway 227, a 2/3 A-1 (rural) standard, minimum paved width to be 24 feet (two 12-foot lanes); all within a minimum 40-foot dedicated right-of-way. Curb, gutter and sidewalk improvements are required along the project side of the access road, along the frontage of the site only. Design of the access road shall be consistent with the design and alignment that is shown for Tract 2368 and shall provide for an ultimate cross-section of two 12-foot lanes, two 2-foot shoulders and one 12-foot center turn lane in the segment between Highway 227 and the westerly access point to the Senn project.
- B. Installation of 3" electrical conduit for future signalization of Highway 227 /Airport Drive (realigned location) intersection along the Broad Street frontage of project access road.
- C. The applicant shall enter into an "Agreement for Pro-Rata Share for Improvements" with Caltrans, in which the applicant agrees to deposit \$50,000, plus an inflation factor based on Caltrans Highway Construction Cost Index, toward the signalization of the Highway 227/access road intersection or pay an equivalent amount into a County Road Fee Program for Highway 227, if one has been established for this area.
- D. A signed Memorandum of Understanding between the Airport, Tract 2368 and the Senn development shall be submitted to the County; it shall include a provision that specifies the location of the intersection, which must align with Tract 2368.
- E. Installation of right-turn-in deceleration lane and right-turn-out acceleration lane on Highway 227 at the access road intersection to the satisfaction of Caltrans.
- F. To address the cumulative effects of the project, the applicant shall do one of the following:

- i. Payment of Road Improvement Fees to County Public Works, if an impact fee program for this area has been established under the authority of the Mitigation Fee Act and County Ordinance No. 2379. Any capital improvements constructed by the applicant, which are included in the calculation of the fees, or reports prepared by the applicant which are related to the implementation of the impact fee program, shall be considered an "in-kind" contribution and credited against the amount that would otherwise be owed; or
- ii. Enter into an "Agreement for Pro-Rata Share for Improvements" with Caltrans, in which the applicant agrees to deposit \$95,500, plus an inflation factor based on Caltrans Highway Construction Cost Index, toward improvements as specified in Table 8 of the Traffic Impact Analysis prepared for the project, or additional improvements listed in #27.F.iii below. Applicant shall provide receipt or other written documentation from Caltrans that the funds have been deposited. Any capital improvements constructed by the applicant, or reports prepared by the applicant, which are related to the implementation of the cumulative mitigation measures, shall be considered an "in-kind" contribution and credited against the amount that would otherwise be owed; or
- iii. Construct one or more of the following improvements and document that the total value of improvements constructed equals or exceeds \$95,500, plus an inflation factor based on Caltrans Highway Construction Cost Index:
 - a. Southbound right-turn deceleration lane on Highway 227 at Crestmont Drive.
 - b. Two-way left-turn lane on Highway 227 between Crestmont Drive and Los Ranchos Road.
 - c. Extend the southbound right-turn deceleration lane on Highway 227 at Los Ranchos Road.

Any capital improvements constructed by the applicant, or reports prepared by the applicant, which are related to the implementation of the cumulative mitigation measures, shall be considered an "in-kind" contribution and credited against the amount that would otherwise be owed.

- TR-3 **Prior to installing any road improvements within Highway 227 right-of-way**, an encroachment permit shall be obtained from Caltrans.
- TR-4 **At the time any construction permit is submitted for approval** (involving the establishment of new buildings or outdoor use areas), a cumulative summary of all previously approved and pending applications shall be submitted for the 68 acres known as the Senn/Glick development (D000336D) and the Morabito/Burke development (Tract 2368 - see Figure 1). If the cumulative total (including the proposed use) of approved and pending uses is greater than 450,000 square feet of gross floor area, a traffic signal warrant analysis shall be conducted by the applicant for review by the County and Caltrans. When the warrants for the installation of the traffic signal are met, the signal shall be installed at the Highway 227/project access road/Airport Drive (realigned location) intersection prior to occupancy or final inspection (whichever occurs first) of the proposed building(s). All monies previously collected by Caltrans/ MOU for this purpose shall be provided to help offset the costs of the traffic signal.
- TR-5 **Prior to occupancy, and as a part of each business license request**, the specific use and square footage shall be identified with the calculated parking requirements. The development shall show how it is incorporating the APCD-approved Trip

Reduction Plan. A 20% credit will be applied towards parking with adequate TRP compliance. This revised estimate will be added to previously approved business licenses on the subject property. If the total for the entire development is greater than the approved parking spaces (approximately 258), the use shall be revised or reduced so this total will not exceed the approved number of spaces or additional on-site spaces constructed to provide for the proposed use. If this threshold is ever reached prior to project achieving full occupancy, all subsequent development allowed shall only be uses that have low parking lot requirements (1 employee or less per 2,000 square feet) or additional on-site parking spaces may be constructed for the use. Additional uses will only be allowed when it can be shown the additional parking needs will not exceed the approved parking space maximum.

TR-6 **At the time of application for construction permits**, applicable plans shall show pedestrian access being provided between the main building entrances and the primary street serving the development; pedestrian access shall also be provided to adjacent development, where appropriate.

AIRPORT SAFETY

TR-7 **As a part of construction plan application submittal**,

- A. Electrical plans shall show how it will not interfere with navigation signals or radio communications between aircraft and the airport;
- B. All roof materials will be non-reflective;
- C. All uses shall show how all exterior lighting will not conflict with airport lighting;
- D. No portion of the structure, including roof mounted equipment, shall exceed 35 feet in height;
- E. No landscaping, at maturity, shall exceed 40 feet in height;
- F. As applicable, development shall meet and maintain the requirements of FAR 77 "Objects Affecting Navigable Airspace";
- G. A noise analysis shall be included, by a qualified expert, that shows how acceptable interior noise levels will be met, per the Noise Element and Airport Land Use Plan. All applicable construction plans shall show installation of these noise measures;
- H. No uses shall be permitted that are not allowed in the most current Airport Land Use Plan.

TR-8 **Prior to occupancy or final inspection of any structure**, an aviation easement shall be executed and recorded. This document shall be disclosed to all owners, potential purchasers, occupants, potential occupants of the presence of the San Luis Obispo County Regional Airport and its associated airport operation impacts prior to entering any contractual obligation to purchase, lease, rent, or otherwise occupy any portion of this development. This document shall specify that no uses under this permit will be allowed that could electrically interfere with airport communications.

Wastewater

WW-1 Wastewater will be handled through an on-site treatment plant, off-site purveyor (Fiero Lane Water Company), or by the City of San Luis Obispo (should the property be annexed) as approved by Environmental Health and/or Regional Water Quality Control Board. If an off-site purveyor is used, it must be clearly shown to the county that such a connection will not result in any significant direct or secondary effects (e.g., pipe installation running through a riparian area or archaeological site; requiring

enlargement of existing pipes that are currently within sensitive resources; etc.). An on-site system shall be based on no more than 500 employees (Katherman; Dec., 2001), and **prior to occupancy of the first tenant**, an approved Wastewater Discharge Permit (if required) will be submitted to the county. This shall include regular monitoring for potential hazardous wastes. At that time, the applicant shall submit to the county a permit or letter from APCD regarding the emissions relating to the operation of this system.

WW-2 **All applicable construction plans** shall show the location of the dry sewer line to be installed (for eventual hook-up between development and a (future) city sewer main line). Pipe sizing shall be based on the proposed project's 180,000 square foot maximum limit. The applicant shall work with the City of San Luis Obispo to determine appropriate location(s) and any related infrastructure requirements to maximize compatibility with city systems. This sewer line shall be installed **prior to final inspection**.

WW-3 Notice shall be provided to all building tenants (and included in all lease/rental agreements) that hazardous wastes will not be allowed into the wastewater system and locations of where these wastes can be disposed of properly. Wastewater effluent shall be monitored regularly, as specified by RWQCB or Environmental Health for hazardous wastes.

Water

W-1 **Prior to occupancy,**

- A. The applicant shall provide sufficient evidence to the Environmental Health Division that an acceptable water purveyor (including a Landowner's Water Association) has been established to serve the development;
- B. Water meters shall be installed at all water wells providing water to the proposed development (potable and non-potable sources), as well as at each building.
- C. All non-potable water lines shall be constructed in a manner that prevents any backflows to potable water supply sources.
- D. Any "brine" or otherwise unuseable water resulting from certain filtering systems that are determined needed to improve water quality (e.g., reverse osmosis) shall be used for non-potable applications (e.g., toilets, etc.). If Environmental Health or RWQCB determine that the "brine" cannot be used as a non-potable water use, this brine will be subtracted from the 5 acre-feet of water available for the overall project.

W-2 The water purveyor shall take monthly meter readings and provide to the county (Planning Dept. and Environmental Health Division) a yearly summary which would include the following:

- A. Monthly water levels reading from all water purveyor wells and pumpage consumed from all wells and each approved development, including water used for irrigation or any water filtering system(s) (e.g., reverse osmosis including brine, etc.);
- B. Provide the areal extent of the mutual water company's boundaries (in acres).
- C. Testing for volatile and synthetic organic compounds shall be conducted at intervals determined appropriate by the Environmental Health Division.
- D. Determine on a yearly basis that the leakage/loss within the water piping system is not greater than 15%. If the loss exceeds 15%, then the leaky section of pipe will

- be found and repaired-within 60 days of detection;
- E. Monthly readings shall be made available upon request of the county or other prospective tenants of the development.

- W-3 All landscaping shall be drought tolerant. At a minimum, the following shall be used/installed **prior to final inspection/occupancy**:
- A. All landscape irrigation (except turf) shall employ low water use techniques (e.g., drip irrigation);
 - B. Turf shall be a warm-season variety and shall be used as an incidental component of the overall landscape plan; and
 - C. Reclaimed water shall be used for all landscape water requirements (including all turf areas) if available from on-site wastewater treatment. Periodic flushings with potable water (up to 10% of estimated water requirements) may be allowed.
- W-4 All water fixtures installed (including showers) that are not specified in the Uniform Plumbing Code shall be of "ultra low" flow design, where applicable.
- W-5 The project's water analysis is based on the entire project using up to 5 acre feet per year (AFY) at the time of full build-out and/or full occupancy. When a business license is submitted, all water uses shall be specified, and the current project water consumption and extraction (water summary information per item #2) quantified using acceptable "industry" averages, or similar project-specific water data. At no time shall the cumulative water demand + the estimated future demand for the project exceed the proposed usage of 5 AFY + 10% (totaling 5.5 afy).
- W-6 Existing wells shall be used to monitor groundwater basin water levels. Readings shall be taken quarterly and submitted to the county yearly.
- W-7 **Prior to approval of any business license submittal**, should the water summary information indicate that the existing development + any proposed development will use more than 10% over the project's allocation (5 AFY) of area ground water, additional ground water analysis (prepared by a qualified State-licensed geologist/hydrogeologist) shall be performed, using all existing well data, to show that there is a long-term, sustainable water source, including during "severe" drought periods. Additional water conservation measures or land use limitations may be necessary.
- W-8 **Prior to issuance of construction permit of the first building**, a master "Drought Water Management Plan" shall be prepared to provide guidelines for how all future uses will be managed during "severe" drought periods and submitted to the county for approval. This plan shall include, but is not necessarily limited to:
- a. the definition of a "severe" drought year (as defined by NOAA's Palmer Drought Severity method or other similarly recognized methodology);
 - b. identification of general measures available to reduce indoor water usage (to be refined as needed for each use approved);
 - c. identification of specific measures to be applied for landscape watering;
 - d. determination of appropriate early triggers to determine when "severe" drought conditions exist and process for initiating additional water conservation measures;
 - e. discussion of an off-site water credit program where additional water availability would be credited to the project for any "extra" reclaimed water from the package treatment plant (that is not used for on-site landscaping) that would be delivered to

surrounding development's landscaping.

Once it is determined that a "severe" drought condition exists, restricted (drought) water usage measures shall remain in effect until it is shown satisfactorily to the county that the "severe" drought condition no longer exists.

W-9 If the County determines that a "severe" drought condition exists (per the Palmer Index), it must be shown, prior to any new business license approvals, that the cumulative project water use + any proposed development use, after applying all or some of the measures listed in the Drought Water Management Plan, does not exceed a "drought" estimate of reduced water demand of 4.2 AFY. This condition is intended to maintain a balance between safe yield (annual recharge) and annual water consumption during a drought condition.

W-10 **Upon submittal of a building permit**, a county-approved water treatment system shall be included. If any approved water filtering process (e.g., reverse osmosis,) will result in water wastage (e.g., create brine) to create potable water, a separate secondary non-potable water line shall be incorporated on all applicable plans where the "brine" will be used/blended for non-potable applications (e.g., toilets, etc.) to the extent that all of the brine generated has been used.