



Rincon Consultants, Inc.

1530 Monterey Street, Suite D
San Luis Obispo, CA 93401

805 547 0900 OFFICE AND FAX

info@rinconconsultants.com
www.rinconconsultants.com

To: Jason Wilkinson
Branch Chief
Caltrans, District 5
Environmental Stewardship Branch

Date: September 2, 2021

Cc: Wyatt Banker-Hix
Engineer III
City of San Luis Obispo, Department of Public Works
919 Palm Street, San Luis Obispo, CA 93401

From: Rincon Consultants, Inc.
1530 Monterey Street, Suite D
San Luis Obispo, CA 93401

File: EA-1H640K

Subject: Community Impact Assessment for U.S. 101/Prado Road Interchange Connection Project

Dear Mr. Wilkinson:

A California Department of Transportation Community Impact Assessment checklist has been prepared for the U.S. 101/Prado Road Interchange Connection Project. The completed checklist is attached to this memorandum. Based on the criteria in the checklist, the project would not have significant impacts to the community. A separate Community Impact Assessment study, therefore, will not be required.

The project involves extension of Prado Road over U.S. 101 to connect with Dalidio Drive and reconstruction of the existing U.S. 101 northbound on- and off-ramp connections to Prado Road to provide congestion relief, operational efficiency, and multimodal connectivity. The project study area is located in the City of San Luis Obispo on U.S. 101 post mile 26.78, near the western terminus of Prado Road at U.S. 101 and Elks Lane. The interchange area is surrounded by commercial, industrial, and public facilities land uses east of U.S. 101, and agricultural land west of the freeway.

The project is intended to improve mobility and circulation by creating a freeway overcrossing with vehicle lanes and bicycle and pedestrian facilities that does not presently exist. The project is consistent with applicable state, regional, and local plans, including the San Luis Obispo Council of Governments (SLOCOG) 2019 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), City of San Luis Obispo General Plan, City of San Luis Obispo Bicycle Transportation Plan, and the San Luis Ranch Specific Area Plan. Both the SLOCOG 2019 RTP and the Transportation Capital Projects of the City of San Luis Obispo General Plan Circulation Element identify the project. The project would implement improvements to the City's circulation network identified in these plans and would be consistent with goals, policies, and programs in these plans to expand the bicycle network, support a regional bikeway network, and develop bikeways with road improvements.

The project does not propose any construction of housing or commercial development. While the project would introduce new access to the San Luis Ranch property west of U.S. 101, development of the San Luis Ranch site has been assessed in the San Luis Ranch Project Final EIR and is accounted for in the San Luis Ranch Specific Plan and the San Luis Obispo General Plan. Construction-related community impacts, such

as those relating to noise, traffic, and air quality, would be temporary in nature and reduced with implementation of avoidance and minimization measures described below.

Avoidance and Minimization Measures

- Pursuant to Caltrans Standard Specifications, Sections 14-9.02 and 14-9.03, project construction would comply with local and regional air quality regulations, including the San Luis Obispo County Air Pollution Control District's fugitive dust control measures.
- All trees not proposed for removal would be protected. Where trees are authorized by Caltrans for removal, they would be replaced with native trees suitable for the area at a ratio of three new trees for each tree removed. These trees would be planted within the project study area as directed by the Caltrans District Landscape Architect.
- A Transportation Management Plan (TMP) would be prepared and implemented to minimize traffic delays and improve mobility and safety during project construction. Strategies employed during the TMP implementation would include public information and notification of roadway, lane, and ramp closures to emergency services.

Given the discussion above, the project is not anticipated to result in any substantial adverse community impacts and may result in beneficial community impacts, particularly related to long-term business opportunities and pedestrian/bicyclist transportation and safety.

If you have questions about the conclusions of this Community Impact Assessment, please contact Mr. Chris Bersbach at (805) 547-0900.

COMMUNITY IMPACT ASSESSMENT

U.S. 101/Prado Road Interchange Connection Project

Scoping Checklist

Land Use

Yes No

- a) Would the project affect, or be inconsistent with, relevant state, regional, or local plans?

The project would be consistent with state, regional, and local plans that aim to improve local circulation, including bicycle and pedestrian connections. The project would provide separate Class II bike lanes and pedestrian sidewalks along Prado Road through the interchange, creating a bicycle and pedestrian connection across the U.S. 101 freeway that does not currently exist. The project was identified in the San Luis Obispo Council of Governments (SLOCOG) 2019 Regional Transportation Plan (RTP) and as Project 19 in the Transportation Capital Projects of the City of San Luis Obispo General Plan Circulation Element. The project would implement improvements to the City's circulation network identified in these plans and would be consistent with goals, policies, and programs in these plans to expand the bicycle network, support a regional bikeway network, and develop bikeways with road improvements. Additionally, the project is consistent with the Prado-Dalidio pedestrian and bicycle project list detailed in the City of San Luis Obispo's Active Transportation Plan, which calls for a bicycle connection across U.S. 101 along Prado Road continuing to Dalidio Drive (SLOCOG 2019; City of San Luis Obispo 2021).

SLOCOG's 2019 RTP includes the region's Sustainable Communities Strategy (SCS), therefore implementing the requirements of California Senate Bill (SB) 375, which requires the development of an SCS that outlines how the region will integrate transportation, housing, and land use planning to meet the GHG reduction targets set by the State. The project's roadway improvements—including new U.S. 101 northbound off- and on-ramps to Prado Road, an auxiliary lane on northbound U.S. 101 between the Prado Road interchange and Madonna Road, and the connection of Prado Road and associated bike and pedestrian facilities across the freeway—are consistent with a number of the region's SCS action strategies, including the following:

SCS Action Strategy 9: Assign a high priority to funding improvements that address existing deficiencies to the roadway system in existing developed areas that are subject to intensification.

SCS Action Strategy 12: Promote healthy and livable communities and human-scale development that promotes biking and walking.

SCS Action Strategy 19: Support local jurisdictions' efforts to improve connectivity between adjacent land uses.

SCS Action Strategy 21: Support local jurisdictions' efforts to improve active transportation infrastructure to replace some short vehicle trips with bike and walk trips.

SCS Action Strategy 29: Support local jurisdictions' incorporation of complete streets policies as part of periodic circulation element updates.

SCS Action Strategy 30: Encourage local jurisdictions to establish and maintain a mix of transit, bicycle, and pedestrian access choices. updates.

SCS Action Strategy 31: Support the incorporation of design features and infrastructure in new projects that support active transportation and transit users.

SB 375 partially implements another, related California law, the Global Warming Solutions Act of 2006, also known as Assembly Bill (AB) 32, and includes policies that assist in meeting revised greenhouse gas reduction targets under Senate Bill (SB) 32, signed into law in 2016. The 2019 RTP includes an emphasis on promoting alternative modes of transportation, including supporting bicycle and pedestrian circulation. The project is in conformance with 2019 RTP strategies and goals, as it improves connectivity and safety for cyclists and pedestrians in conjunction with a motor vehicle roadway improvement (SLOCOG 2019).

The portion of the proposed Prado Road extension west of U.S. 101 on the San Luis Ranch property is located in the San Luis Ranch Specific Plan Area. In its discussion of the purpose for the San Luis Ranch (Dalidio) Specific Plan Area, the Land Use Element of the City of San Luis Obispo General Plan identifies the need for a Prado Road connection, including an overpass or interchange, as well as circulation connections to integrate the property with the surrounding circulation network for all modes of travel (City of San Luis Obispo 2015). The project is consistent with these identified needs.

The project has the potential to impact prime agricultural lands because the Prado Road extension west of U.S. 101 would require acquisition of farmland on the San Luis Ranch property and the realignment of Elks Lane may require acquisition of farmland northeast of the Sunset Drive-In property. Local policies regarding protection of prime agricultural lands are contained in the Conservation and Open Space Element of the San Luis Obispo General Plan, which has the goal to, "secure and maintain a diverse network of open land encompassing particularly valuable natural and agricultural resources, connected with the landscape around the urban area" (City of San Luis Obispo 2015). The Conservation and Open Space Element designates the San Luis Ranch property as prime farmland and, thus, a particularly valuable resource (City of San Luis Obispo 2015).

The project would result in the direct conversion of approximately 1.25 acres of existing prime agricultural land to transportation use to accommodate the extension of Prado Road west of U.S. 101 to Dalidio Drive. The extension of Prado Road may also sever access to the northeastern corner of the San Luis Ranch property between the proposed Prado Road extension and U.S. 101. This may result in an indirect conversion of approximately 4 acres of prime agricultural land. The project may result in the direct conversion of approximately 2.60 acres of existing prime agricultural land to transportation use to accommodate the realignment of Elks Lane northeast of the Sunset Drive-In property. In total, the project would result in the conversion of up to approximately 7.85 acres of prime farmland, including 5.25 acres of prime farmland on the San Luis Ranch property, or approximately 4 percent of the 131-acre San Luis Ranch property.

The San Luis Ranch Project Environmental Impact Report (EIR), certified by the City of San Luis Obispo for the San Luis Ranch Specific Plan in 2017, assesses the environmental impacts of the San Luis Ranch Specific Plan, General Plan Amendment/Pre-Zoning, and Development Plan/Vesting Tentative Tract Map for the 131-acre San Luis Ranch site. The Prado Road extension to Dalidio Drive is included in the San Luis Ranch Specific Plan as part of the proposed street network on the site. The Final EIR includes an agricultural conservation mitigation measure to

reduce the impact to agricultural resources resulting from development on the property. Mitigation Measure AG-1, Agricultural Conservation, requires that for every one acre of Important Farmland on the site, including Prime Farmland, Farmland of Statewide Importance, and Unique Farmland, that is permanently converted to non-agricultural use as a result of project development, one acre of land of comparable agricultural productivity shall be preserved in perpetuity (City of San Luis Obispo 2017). Consequently, loss of prime farmland associated with the Prado Road extension would be offset by perpetual preservation of comparable agricultural land.

Policy 8.6.3C of the Conservation and Open Space Element states that for widespread habitat type or for farmland, mitigation shall consist of permanently protecting an equal area of equal quality, which does not already have permanent protection, in the San Luis Obispo Planning Area (City of San Luis Obispo 2015). Because the loss of prime farmland associated with the project would be offset through perpetual preservation of comparable farmland, the project would be consistent with the Conservation and Open Space Element of the General Plan.

- b) Would the project result in a loss of prime farmland, unique farmland, or farmland of state or local importance, or lands covered under the Williamson Act?

The project has the potential to impact prime agricultural lands because the Prado Road extension west of U.S. 101 would require acquisition of farmland on the San Luis Ranch property and the realignment of Elks Lane may require acquisition of farmland northeast of the Sunset Drive-In property. Local policies regarding protection of prime agricultural lands are contained in the Conservation and Open Space Element of the San Luis Obispo General Plan, which has the goal to, “secure and maintain a diverse network of open land encompassing particularly valuable natural and agricultural resources, connected with the landscape around the urban area” (City of San Luis Obispo 2015). The Conservation and Open Space Element designates the San Luis Ranch property as prime farmland and, thus, a particularly valuable resource (City of San Luis Obispo 2015).

The project would extend Prado Road west of U.S. 101 onto existing agricultural land associated with the San Luis Ranch Specific Plan. This portion of the project area is designated as Prime Farmland, according to the Conservation and Open Space Element of the City of San Luis Obispo General Plan (City of San Luis Obispo 2015) and the 2016 San Luis Obispo County Important Farm Land Map from the Farmland Mapping and Monitoring Program (FMMP) (California Department of Conservation 2018). The project would result in approximately 1.25 acres of farmland conversion associated with the Prado Road extension. The extension of Prado Road may also sever access to approximately 4 acres of farmland between the proposed Prado Road extension and U.S. 101, resulting in an indirect conversion of prime farmland. In total, the project would impact approximately 4 percent of the existing prime farmland on the San Luis Ranch site. In addition, the project may result in the direct conversion of approximately 2.60 acres of existing prime agricultural land to transportation use to accommodate the realignment of Elks Lane northeast of the Sunset Drive-In property.

The Final EIR prepared for the San Luis Ranch Specific Plan incorporates an agricultural conservation mitigation measure, which requires acre-for-acre mitigation of any farmland impacts in the Specific Plan Area through perpetual preservation of comparable farmland. This mitigation strategy is consistent with open space and agricultural mitigation policies outlined in the Conservation and Open Space Element of the City of San Luis Obispo General Plan.

Policy 8.6.3C of the Conservation and Open Space Element states that for widespread habitat type or for farmland, mitigation shall consist of permanently protecting an equal area of equal quality, which does not already have permanent protection, in the San Luis Obispo Planning Area (City of San Luis Obispo 2015). Because the loss of prime farmland associated with the project would be offset through perpetual preservation of comparable farmland, the project would be consistent with the Conservation and Open Space Element of the General Plan.

As such, the loss of prime farmland associated with the project would be mitigated acre-for-acre. Given that the loss of farmland in the project area would be minimal and offset by mitigation, a substantial community impact would not be anticipated.

- c) Would the project result in a loss of timberland?

There is no timberland located in the project area, and the project therefore would not result in a loss of timberland

- d) Would the project impact a park or other recreational facility (including trails, bikeways, etc.).

There are no parks located in the project area that would be impacted by the proposed interchange and Prado Road extension. The project would enhance bicycle and pedestrian connections to existing trails and bikeways by providing separate Class II bike lanes and pedestrian sidewalks along Prado Road over the U.S. 101 freeway. This would result in improved linkages to the Bob Jones Bike Trail, which intersects Prado Road east of the project area. Once connected to Dalidio Drive, the Prado Road extension would also provide a new motor vehicle, bicycle, and pedestrian connection between neighborhoods east of U.S. 101 and nearby Laguna Lake Park west of the freeway. Therefore, an overall beneficial project impact to parks and other recreational facilities would be anticipated.

Growth **Yes** **No**

- a) Would the project result in a shift in the location where growth occurs (introduction of access to a new undeveloped area)?

The project would extend Prado Road west of U.S. 101 to Dalidio Drive. This would introduce new access to a portion of the San Luis Ranch Specific Plan area agricultural property and would make development of the property more feasible. As a result, the project could result in a shift in the location where growth occurs. However, development on the San Luis Ranch property would be subject to the requirements of the San Luis Ranch Specific Plan, the impacts of which have been analyzed in the San Luis Ranch Project EIR.

Areas surrounding the San Luis Ranch property beyond the proposed Prado Road extension are already developed, including residential and commercial development along Los Osos Valley Road, Madonna Road, and in the Central Coast Plaza and Madonna Plaza shopping centers. Areas east of the project study area are largely built out with commercial, residential, and public services land uses along Prado Road and South Higuera Street. Future extension of Prado Road to Broad Street east of the project study area is a planned project in the City's General Plan Circulation Element (Project 2) and would facilitate development east of the project study area along Prado Road. The project does not propose or facilitate extension of Prado Road east to Broad Street; such a project would be pursued separately and subject to project-specific environmental review, including analysis of potential growth effects. Additionally, development of areas east of the project study area is

accounted for in and subject to the requirements of the Margarita Area Specific Plan, adopted by the City in 2004.

Given that the project and any growth resulting from the project's introduction of access to an undeveloped area would be in accordance with approved specific plans that have been adopted by the City and analyzed under the appropriate level of environmental review, the project would not be anticipated to result in substantial community impacts. For more information on growth associated with buildout of the San Luis Ranch Specific Plan, please refer to Question F under this subsection (Growth).

- b) Would development opportunities be influenced by the project?

The project would not involve any changes to zoning or land use designations that would otherwise influence development potential. However, the project would introduce new access to the San Luis Ranch property west of U.S. 101, which is planned for development with agricultural, recreational, residential, and commercial land uses. Development of the San Luis Ranch property has been accounted for in the San Luis Ranch Specific Plan and the San Luis Obispo General Plan Land Use Element. Potential development of the Specific Plan Area resulting from new access introduced by the project would be in accordance with these plans, and substantial community impact would not be anticipated. For more discussion of buildout of the San Luis Ranch Specific Plan, please refer to Question F under this subsection (Growth).

- c) Would the population increase as a result of the project?

The project does not propose an increase in the number of homes or businesses in the area, and therefore would not result in an increase in the population.

The project would introduce new access to the undeveloped San Luis Ranch property west of U.S. 101. Potential development of the 131-acre property planned under the San Luis Ranch Specific Plan would result in a population increase. However, development of the San Luis Ranch property has been accounted for in the San Luis Ranch Specific Plan and the San Luis Obispo General Plan Land Use Element. Therefore, this population increase would not be expected to result in a substantial community impact. For more discussion regarding buildout of the San Luis Ranch Specific Plan and potential cumulative effects, please refer to Question F under this subsection.

- d) Would the housing supply, or employment or business activity, increase as a result of the project?

The project does not propose any new housing or commercial development and, therefore, would not increase housing supply or employment or business activity.

The project would introduce new access to the undeveloped San Luis Ranch property west of U.S. 101. Potential development of the 131-acre property planned under the San Luis Ranch Specific Plan would include residential, commercial, recreational, and agricultural land uses, which could increase housing supply, employment opportunities, and business activities. Development of the San Luis Ranch property has been accounted for in the San Luis Ranch Specific Plan and the San Luis Obispo General Plan Land Use Element. For more discussion regarding buildout of the San Luis Ranch Specific Plan and potential cumulative effects, please refer to Question F under this subsection.

- e) Would the capacity of other services, such as utilities or schools, be pressured as a result of growth?

The project does not propose any additional housing or development and, therefore, would not pressure the capacity of other services, such as utilities or schools. The project would introduce new access to the San Luis Ranch agricultural property west of U.S. 101, which would make future development of the property more feasible. Buildout of the property under the San Luis Ranch Specific Plan was analyzed in the San Luis Ranch Project EIR and determined to result in less than significant impacts to public services, utilities, and service systems. Therefore, the project would not be anticipated to result in a substantial community impact with respect to additional pressure on the capacity of utilities or other services.

- f) Would related projects (often not transportation projects), including those of a state or local project in nature, bring cumulative growth effects?

The project does not propose any additional housing or development and, therefore, would not result in growth effects. However, the project would introduce new access to the 131-acre agricultural San Luis Ranch property, which is planned for development with residential, commercial, recreational, and agricultural land uses under the San Luis Ranch Specific Plan. The San Luis Ranch Specific Plan accounts for the extension of Prado Road to Dalidio Drive, as proposed by the project.

The San Luis Ranch Project EIR assessed the impacts of buildout of the San Luis Ranch Specific Plan. The EIR estimated that buildout of the San Luis Ranch Specific Plan would add 1,293 residents to the city, increasing the city's population by 2.8 percent. Development of the San Luis Ranch Specific Plan Area and estimated population growth is accounted for in the City of San Luis Obispo's General Plan Land Use Element and in line with population projections contained therein. Potential future development on the San Luis Ranch property under the San Luis Ranch Specific Plan was determined to result in less than significant impacts with respect to growth effects such as population and housing, public services, and utilities and service systems (City of San Luis Obispo 2017).

The project itself would not result in any growth effects, and subsequent development made more feasible by the project's introduction of new access to the San Luis Ranch property has already been accounted for in the San Luis Ranch Specific Plan, the City of San Luis Obispo's General Plan Land Use Element, and evaluated in the San Luis Ranch Project EIR. Therefore, potential cumulative growth effects resulting from the project and related projects would not be anticipated to result in a substantial community impact.

Community Character and Cohesion

Yes No

- a) Would health, safety, or crime become worse?

Short-term air quality effects of this project have been evaluated in the Air Quality and Greenhouse Gas Technical Study for the U.S. 101/Prado Road Interchange Connection Project, prepared in 2021. The analysis found that dust and odors during construction may cause occasional annoyance and complaints from residents and other sensitive receptors for air pollutants near the project study area. Nearby sensitive receptors include residential land uses to the east of the project study area, the closest of which have property boundaries approximately 700 feet from the edge of the proposed interchange. However, Caltrans Standard Specifications pertaining to dust control are a required component of the project. The provisions of Caltrans Standard Specifications, Section 14-9.02 "Air Pollution Control" and Section 14-9.03

“Dust Control” require the contractor to comply with the rules, ordinances, and regulations of the applicable Air Pollution Control District (APCD), which in this case is San Luis Obispo County APCD. SLOAPCD fugitive dust control measures include watering disturbed sites, restricting off-road vehicle speeds, covering haul trucks carrying soil or other materials on- or off-site, and conducting regular street sweeping. Given these dust control requirements and the temporary nature of construction emissions, air pollutants would be managed such that they would not substantially affect health. The project would improve traffic flow and reduce idling time and would not involve construction of additional vehicle lanes or increase the capacity of the existing interchange. Consequently, the project would not involve operational changes or other activities with the potential to generate long-term air quality emissions that would result in long-term health effects.

The project would improve safety by improving bicycle and pedestrian facilities, thereby reducing the potential for accidents involving bicycles, pedestrians, and motor vehicles. The project, therefore, would not result in adverse safety effects. The project would not introduce any elements that would potentially increase crime.

- b) Would public service delivery, such as fire, ambulance, police, or education be disrupted?

Presently, Prado Road through the project area is a two-lane road with a westbound left-turn lane along the entrance to the City of San Luis Obispo Corporation Yard. The project would expand Prado Road to a minimum four-lane or three-lane divided arterial section (depending on the alternative selected) and construct an auxiliary freeway lane along northbound U.S. 101 between Prado Road and Madonna Road. These proposed improvements would relieve congestion and enhance vehicular flow through the project area. Additionally, the project would create a new roadway connection across U.S. 101, improving connections between people and services on either side of the freeway. This includes connections between neighborhoods east of U.S. 101 and the San Luis Coastal Unified School District’s only middle school, Laguna Middle School, located west of the freeway along Los Osos Valley Road.

During the construction period, vehicular flow along Prado Road and, to a lesser extent, U.S. 101, may be intermittently disrupted or reduced. Closures or detours along either roadway would occur with advanced notice and notification to emergency services. Given the short duration and temporary nature of any reductions in vehicular flow through the project area, as well as the project’s long term beneficial impact to delivery of public services, a substantial impact to the local community would not be anticipated.

- c) Would community character (including aesthetics, lighting, and noise) be noticeably changed?

Potential visual impacts of the project have been evaluated in the Visual Impact Assessment for the U.S. 101/Prado Road Interchange Connection Project, prepared in 2021. The project would add a freeway overcrossing at Prado Road and U.S. 101 where one does not currently exist. As a result, the project would alter the aesthetics of the project area. Presently, the project area is characterized by the U.S. 101 freeway, northbound exit and entrance ramps to and from Prado Road, and agricultural land west of the freeway. Transmission lines cross the freeway north of the proposed overcrossing. These features would remain under project conditions. The proposed overcrossing would be similar in design (e.g. height, style) as other nearby overcrossings, including Madonna Road approximately 0.6 mile to the north and Los Osos Valley Road approximately 0.9 mile to the south. The project may add street lighting and/or traffic signals, depending on the alternative selected. However,

the project area is an existing roadway and freeway corridor in a generally urbanized portion of the city of San Luis Obispo. Street lighting currently lines the U.S. 101 freeway; therefore the project would not add substantial lighting that would affect community character.

Noise impacts associated with the project have been evaluated in the U.S. 101/Prado Road Interchange Improvement Project Noise Study Report, prepared in 2021. The freeway is the primary source of noise in the project area. Freeway traffic exceeds traffic volumes along Prado Road and would remain the primary noise source in the vicinity. Therefore, the project would not add substantial noise that would affect community character.

Overall, while the project would alter community character slightly by changing the aesthetics of the project area with the addition of project improvements, this change would not be expected to result in a substantial community impact.

- d) Would property values and/or the quality of life deteriorate?

The project would require acquisition of 3-4 acres of City slope easements, 2-4 acres of State right-of-way, and 2 acres of City right-of-way, which could potentially result in a minor reduction of property values in the project area. Right-of-way would be acquired along Prado Road on both sides of U.S. 101, as well as along proposed U.S. 101 northbound on- and off-ramps. However, improved access to the San Luis Ranch property west of U.S. 101 would improve the site's suitability for development, increasing property values in the project area over the long-term. Additionally, the project has the potential to improve quality of life by relieving traffic congestion, improving bicycle and pedestrian safety, and facilitating connections between community amenities on both sides of U.S. 101, including Laguna Lake Park and the Bob Jones Bike Trail. Overall, the project would not substantially affect property values and may have a beneficial impact on quality of life. A substantial community impact would not be anticipated.

Economic Impacts

Yes No

- a) Would businesses be removed?

The project would require relocation of a portion of the City-owned Corporation Yard (APN 053-051-045) located southeast of the interchange. Additionally, the project area includes the San Luis Obispo Regional Transit Authority (SLORTA) campus being constructed at the corner of Elks Lane and Prado Road (APN 053-041-071) as part of the SLORTA Maintenance Facility Project (SLORTA 2017). Based on site plans for the SLORTA Maintenance Facility Project, the project may directly impact 6-17 parking spaces and the facility's secondary driveway, depending on the alternative selected and whether or not retaining walls are constructed. However, design and engineering of the SLORTA Maintenance Facility Project is intended accommodate the future right-of-way (ROW) acquisition associated with the project.

The project would require right-of-way acquisition along the southern portion of existing parcels along Prado Road, including APNs 053-041-072 and 053-041-0347, which contain the 40 Prado Road Homeless Services Center and an auto storage area. While ROW acquisition may be necessary, removal and/or relocation of these operations, or associated facilities, parking, etc., would not be anticipated. Most project alternatives would have no impact to 40 Prado Road facilities. Alternative A7 with no retaining wall may require relocation of a sidewalk along the front of the 40 Prado Road property. Given that the project would predominantly affect City-owned

property, a business already planned for removal, and a sidewalk, a substantial community impact would not be anticipated.

- b) Would parking be impacted?

Presently, limited street parking is available along both sides of a roughly 750-foot span of Prado Road through the project area. Upon construction of the interchange, widening of Prado Road, and installation of separate Class II bike lanes and sidewalks, parking along this stretch of Prado Road would no longer be available. Street parking would continue to be available along Prado Road east of the project area. The project area is not located within the central business district or a residential parking district. Additionally, most, if not all, facilities along Prado Road maintain off-street parking lots. While parking may be impacted by the project, loss of parking due to implementation of the project would not be expected to result in a substantial community impact.

- c) Would businesses gain or lose opportunities because of changes in traffic patterns or visibility?

During the short-term construction period, access to local businesses would be maintained. Any closures along Prado Road, U.S. 101, or the northbound off- and on-ramps would be temporary in nature and traffic would be detoured with signage as necessary. Long-term traffic patterns would likely favor opportunities for businesses in the project area as the project would provide a new linkage between people, goods, and services on either side of the U.S. 101 freeway. Additionally, the project would not introduce new visual features that would impair the visibility of existing businesses. Therefore, any potential changes in business opportunities due to changes in traffic patterns or visibility would not be expected to result in a substantial community impact.

- d) Would the project result in out-of-direction travel to businesses?

The project would not result in out-of-direction travel to businesses during long-term operation and would enhance connections between businesses and neighborhoods within the city. Out-of-direction travel to businesses along Prado Road would only be required intermittently during the construction period if closures or lane-reductions along Prado Road, U.S. 101, and northbound on- and off-ramps are required. Such closures or lane reductions would be limited in duration, and traffic would be detoured with signage, as necessary. Substantial community impacts associated with this temporary out-of-direction travel to businesses would not be anticipated.

- e) Would jobs or job opportunities be changed?

The project does not propose any new business development that would result in job opportunities. Construction of the project would result in short-term jobs in the construction industry. The temporary increase in short-term jobs associated with construction of the project would not be large enough to substantially affect area employment.

Over the long-term, the project would improve access to businesses along Prado Road, as well as businesses west of U.S. 101, such as those located in the Central Coast Plaza and Madonna Plaza Shopping Centers. Any potential increase in job opportunities resulting from this improved access would be speculative. Therefore, the project would not be anticipated to result in a substantial community impact with respect to jobs or job opportunities.

- f) Would the project tax base be altered due to relocations and/or conversion of property to state use?

Depending on the alternative, the project would require acquisition of approximately 2-4 acres of State ROW, 2 acres of City ROW, and 3-4 acres of slope easements to construct. Conversion of any private property to public ROW may result in a minor reduction of property tax revenue for local jurisdictions. However, as discussed under the Growth sub-section above, the project would also enhance access to undeveloped farmland on the San Luis Ranch property, which is planned for development with residential, commercial, recreational, and agricultural land uses. The project may indirectly support improved development potential on the San Luis Ranch property, which could increase both property values and tax base in the project area over the long-term. Implementation of the project is not expected to have a substantial impact on the existing tax base.

- g) Would construction of the project affect the local economy?

Over the long term, the project would improve access to existing businesses and may improve development potential on the nearby San Luis Ranch property. The project may directly impact 6-17 parking spaces and the facility's secondary driveway at the SLORTA Maintenance Facility located at the corner of Elks Lane and Prado Road (APN 053-041-071), depending on the alternative selected and whether or not retaining walls are constructed. However, design and engineering of the SLORTA Maintenance Facility Project is intended accommodate the future ROW acquisition associated with the project. The project would not require removal or relocation of any other businesses. Over the short-term construction period, access to existing businesses would be maintained such that local businesses could maintain ongoing operations. Construction of the project would, however, result in additional short-term jobs in the construction industry. This increase in short-term jobs would not be large enough to substantially affect the local economy. Therefore, given the minimal short-term impact and the fact that business activities would continue similar to or better than existing conditions over the long-term, the project would not be expected to result in substantial community impacts with respect to effects on the local economy.

Relocations and Environmental Justice

Yes No

- e) Would people be displaced from their homes?

The project would not directly affect any residential properties. Additionally, the project would not result in any indirect effects that would require residents in nearby communities to move out of their homes. Therefore, the project would not displace residents from their homes.

- f) Would the availability of affordable housing be reduced?

The project would not result in a reduction of any existing housing nor would it reduce existing development potential in surrounding areas. Therefore, the project would not affect the availability of housing, including affordable housing.

- g) Would minority populations or low-income population be disproportionately affected?

Minority and low-income populations were evaluated at the Census Block Group level because that is the smallest area for which this data is provided. The project would affect residents in the following Census Block Groups (U.S. Census Bureau 2018):

- *Block Groups 1 and 2 of Census Tract 111.03*
- *Block Group 1 of Census Tract 115.01*
- *Block Group 4 of Census Tract 113*

Minority and low-income areas are defined as Census Block Group populations that meet either or both of the following criteria:

- *The population contains 50 percent or more minority persons and/or 25 percent or more low-income persons*
- *The percentage of minority and/or low-income persons is more than 10 percentage points greater than the average of the surrounding area*

Based on the 2012-2016 American Community Survey 5-Year Estimates from the U.S. Census Bureau, none of these Census Block Groups qualify as minority areas (U.S. Census Bureau 2016a). However, Block Group 4 of Census Tract 113 qualifies as a low-income area (U.S. Census Bureau 2016b). Therefore, the project was reviewed for disproportionate effects to this community.

Block Group 4 of Census Tract 113 is located on the west side of the project area, bounded by Madonna Road to the northwest, Los Osos Valley Road to the southwest, Dalidio Drive to the north and U.S. 101 to the east. The Census Block Group includes residences south of Madonna Road and east of Los Osos Valley Road, as well as the 131-acre San Luis Ranch property. The project would extend Prado Road across U.S. 101 into this Census Block Group. However, the portion of the project area located in this Census Block Group is currently in agricultural use and does not include any residences. Therefore, all residents in this Census Block Group are located across the San Luis Ranch property—approximately 0.4 mile west of the project area—and would not be highly affected by nuisances from project construction, such as dust and noise.

The project would improve multi-modal transportation connectivity to areas east of U.S. 101, including recreational facilities like the Bob Jones Bike Trail and services along South Higuera Street. The proposed auxiliary lane on northbound U.S. 101 between Prado Road and Madonna Road would relieve freeway congestion along the Census Block Group’s eastern boundary. While the project would enhance connectivity, the proposed interchange and extension of Prado Road would not alter access to residences in this Census Block Group; residential portions of this Census Block Group would remain accessible only via Madonna Road and Los Osos Valley Road. The project, therefore, would not result in disproportionate adverse effects to minority or low-income populations.

Traffic and Transportation/ Bicycle and Pedestrian

Yes No

h) Would through traffic in a neighborhood increase?

The project would increase through traffic along Prado Road/Dalidio Drive, as the project would link these two roads by constructing a connection over the U.S. 101 freeway that does not currently exist and widening Prado Road through the interchange. Prado Road is designated a highway/regional route and Dalidio Drive is designated an arterial route in the San Luis Obispo General Plan Circulation Element. There are no residences along these roadways within the project area, and access to nearby residential neighborhoods would remain unchanged under project conditions. Furthermore, the project would potentially reduce traffic on adjacent corridors, such as Madonna Road and Los Osos Valley Road. The project proposes reconstruction/reconfiguration of the U.S. 101 northbound off- and on-ramps to

Prado Road, and does not propose construction of U.S. 101 southbound off- and on-ramps. Therefore, access to Prado Road from U.S. 101 would remain similar to existing conditions, and any through traffic increases along Prado Road/Dalidio Drive would not be expected to result in a substantial community impact.

Extension of Prado Road east of its current terminus to Broad Street is a planned project in the City's General Plan Circulation Element (Project 2). The project does not propose or directly facilitate extension of Prado Road east to Broad Street. Such an extension would be pursued separately and subject to project-specific environmental review, including assessment of potential traffic impacts. Therefore, a substantial community impact would not be anticipated.

- i) Would pedestrian and/or bicycle connectivity would be diminished?



The project would provide improvements to pedestrian and bicycle connectivity in the project area by creating a new connection across U.S. 101 with separate Class II bike lanes and pedestrian sidewalks along Prado Road, and therefore would not diminish from this resource.

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