EXECUTIVE SUMMARY

This section summarizes the characteristics of the proposed project, the environmental impacts associated with the project, and measures recommended to mitigate identified significant impacts.

PROJECT SYNOPSIS

Project Applicant and Agent for the Applicant

The project applicant and the agent for the applicant are:

San Luis Obispo Marketplace Associates, LLC
510 South Grand Avenue, Suite 300
Glendora, California 91741

Cannon Associates
364 Pacific Street
San Luis Obispo, California 93401

Project Description

The proposed project, known as the Dalidio/San Luis Obispo Annexation and Development Project, is a development plan that involves the annexation and partial development of 131 acres of property into the City of San Luis Obispo. The near term activity would involve the development of a portion of the annexation area with a 635,200 square foot retail complex (San Luis Marketplace), as well as a 150-room hotel, and establishment of a permanent open space area. Urban infrastructure to support this component would also be included in the near term. Infrastructure requirements include roads, water and wastewater conveyance systems, and stormwater conveyance systems. Long-term plans for the site would include development of approximately 198,000 square feet of business park uses.

ALTERNATIVES

The City considered seven alternatives. Alternatives analyzed herein include: (1) a no project alternative; (2) continuance of the site in agricultural use; (3) residential/ commercial retail mixed use alternative 1; (4) residential/ commercial retail mixed use alternative 2; (5) a recreational use amenity alternative; (6) an alternate site project that incorporates the commercial component into a redeveloped San Luis Obispo Promenade shopping mall; and (7) an alternative that involves the same amount of development at the site, where the footprint of the commercial portion would be decreased.

Among the alternatives, the Continuing Agricultural Use Alternative (Alternative 2) is considered environmentally superior overall. This alternative would result in fewer vehicle trips, reduced air emission and noise levels, and no increase in demand on City utilities. In addition, this alternative would not result in the conversion of agricultural land on-site, while annexation of the site into the City would result in the City gaining authority to regulate the

quality of runoff leaving the site. The resulting increase in water quality of Prefumo Creek and avoidance of development within the eucalyptus groves would avoid the impacts on wildlife that would occur under the proposed project. Therefore, Alternative 2 is considered environmentally superior overall.

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table ES-1 includes a brief description of the environmental issues relative to the proposed project, the identified environmental impacts, proposed mitigation measures, and impacts after mitigation. Impacts are categorized by class. Class I impacts are defined as significant, unavoidable adverse impacts which require a statement of overriding considerations to be issued per Section 15093 of the *State CEQA Guidelines* if the project is approved. Class II impacts are significant adverse impacts that can be feasibly mitigated to less than significant levels and which require findings to be made under Section 15091 of the *State CEQA Guidelines.* Class III are considered less than significant impacts.

Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

GEOLOGY/HAZARDS

The project site lies within the seismically active coastal region of central California. Regional studies indicate that there are no active or potentially active faults on the project site. However, groundshaking associated with nearby faults could damage or destroy property, structures and transportation infrastructures. These impacts can be mitigated to less than significant levels. In addition, site soils are reported to have a high liquefaction potential, a moderate to high expansion potential and a potential for subsidence. These impacts are considered less than significant with the adherence to mitigation measures, including the performance of a detailed geotechnical study for the site.

Impact	Mitigation Measures	Significance After Mitigation
Impact GEO-1 Seismically induced ground shaking could destroy or damage structures and infrastructure developed for the project site, resulting in loss of property or risk to human health. This is considered a Class II, *significant but mitigable* impact.	**GEO-1(a)** Design and construction of the buildings, roadway infrastructure and all subgrades shall be engineered to withstand the expected ground acceleration that may occur at this site. The design should take into consideration the soil type, potential for liquefaction, and the most current and applicable seismic attenuation methods that are available. All on-site structures shall comply with applicable provisions of the Uniform Building Code and the most recent California Department of Transportation seismic design standards. **GEO-1(b)** For retail stores included in the San Luis Obispo Marketplace, goods for sale may be stacked no higher than 8 feet from the floor in any area where customers are present, unless provisions are made to prevent the goods from falling during an earthquake of up to 7.5 magnitude. The stacking or restraint methods shall be reviewed and approved by the City before approval of occupancy permits, and shall be a standing condition of occupancy.	The probability of a larger than expected earthquake with higher ground accelerations to occur is never zero. Any structure built in California is susceptible to failure due to seismic activity. However, structural failure due to seismic ground shaking would be reduced to a less than significant level by implementing the most recent industry standards for structural designs.

Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
Impact GEO-2 Seismic activity could produce sufficient ground shaking to result in liquefaction at the project site. This is considered a Class II, *significant but mitigable* impact.	**GEO-2(a)** A geotechnical study shall be prepared for the project site prior to site development. This report shall include an analysis of the liquefaction potential of the underlying materials according to the most current liquefaction analysis procedures. If the site is confirmed to be in an area prone to seismically-induced liquefaction, appropriate techniques to minimize liquefaction potential shall be prescribed and implemented. All on-site structures, transportation infrastructure and subgrades shall comply with applicable methods of the Uniform Building Code and all transportation infrastructure shall comply with the most current California Department of Transportation design standards. Suitable measures to reduce liquefaction impacts could include one or more of the following techniques, as determined by a registered geotechnical engineer: • *specialized design of foundations by a structural engineer;* • *removal or treatment of liquefiable soils to reduce the potential for liquefaction;* • *drainage to lower the groundwater table to below the level of liquefiable soil;* • *in-situ densification of soils or other alterations to the ground characteristics; or* • *other alterations to the ground characteristics.*	Implementation of the above mitigation measure will address impacts related to seismically induced liquefaction to the extent of industry standards, and will therefore be less than significant.
Impact GEO-3 The project site is located in an area defined as having a high potential for settlement. This is considered a Class II, *significant but mitigable* impact.	**GEO-3(a)** Measure GEO-2 (Site Geotechnical Investigation) shall include an evaluation of the potential for soil settlement beneath the project site. **GEO-3(b)** If the project site is identified to be in a high potential for settlement zone based on the Site Geotechnical Investigation, the building foundations, transportation infrastructure and subgrades shall be designed by a structural engineer to withstand the existing conditions, or the site shall be graded in such a manner as to address the condition. Suitable measures to reduce settlement impacts could include one or more of the following techniques, as determined by a qualified geotechnical engineer: • *excavation and recompaction of on-site or imported soils;*	If the mitigation measures above are implemented, the impacts related to soil settlement would be reduced to a less than significant level.

Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
	• *treatment of existing soils by mixing a chemical grout into the soils prior to recompaction; or* • *foundation design that can accommodate certain amounts of differential settlement such as post tensional slab and/or ribbed foundations designed in accordance with Chapter 18, Division III of the Uniform Building Code(UBC).*	
Impact GEO-4 The project site is located in an area defined as having moderate to high potential for the expansion or contraction of soils. This is considered a Class II, *significant but mitigable* impact.	**GEO-4(a)** Measure GEO-2 (Site Geotechnical Investigation) shall include an evaluation of the potential for soil expansion beneath the project site. **GEO-4(b)** If the project site is identified to be in a high expansive soil zone based on the Site Geotechnical Investigation, the foundations and transportation infrastructure shall be designed by a structural engineer to withstand the existing conditions, or the site shall be graded in such a manner as to address the condition. Suitable measures to reduce impacts from expansive soils could include one or more of the following techniques, as determined by a qualified geotechnical engineer: • *excavation of existing soils and importation of non-expansive soils; and* • *foundation design to accommodate certain amounts of differential expansion such as post tensional slab and/or ribbed foundations designed in accordance with Chapter 18, Division III of the UBC.*	If the mitigation measures above are implemented, the impacts related to soil expansion would be reduced to a less than significant level.
Impact GEO-5 The proposed project site is located in an area designated as being exposed to potential subsidence. This is considered a Class II, *significant but mitigable* impact.	**GEO-5(a)** Measure GEO-2 (Site Geotechnical Investigation) shall include soil parameter analyses to determine the potential for subsidence at the project site. If the potential for subsidence is found to be significant, then structural and grading engineering measures shall be implemented to incorporate the results of the geotechnical study. These measures would be similar to those recommended to mitigate impacts to soil settlement. **GEO-5(b)** During future droughts, groundwater pumping limitations for the unconsolidated aquifer underlying the project site shall be assessed and implemented to prevent soil subsidence.	If the mitigation measures mentioned above are implemented, the impacts related to subsidence would be reduced to less than significant.

Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
Impact GEO-6 Existing hazardous materials releases from off-site properties could potentially affect the subject property. In addition, project development would occur in an area historically used for agricultural production with soils that could contain residual quantities of presently-banned agricultural chemicals. The exposure of site construction workers and occupants to these contaminants is considered a Class II, *significant but mitigable* impact.	**GEO-6(a)** Prior to grading activities, a soil and groundwater assessment shall be completed by a registered soils engineer or remediation specialist to determine the on-site presence or absence of regulated contaminants that may have migrated from off-site properties, or that occur on off-site properties that would be acquired for proposed improvements. This assessment shall target agricultural chemicals throughout the historically farmed portions of the site, TPH contamination associated with off-site LUST sites along Madonna Road north of the Dalidio property boundary, and on-site PCE associated with off-site dry cleaning operations. If soil or groundwater sampling indicates the presence of any contaminant in hazardous quantities, the Regional Water Quality Control Board (RWQCB) and Department of Toxic Substances Control (DTSC) shall be contacted by the project applicant or authorized agent thereof to determine the level of any necessary remediation efforts, and these soils and/or groundwater shall be remediated in compliance with applicable laws. Site assessments that result in the need for soil excavation are required to include: an assessment of air impacts and health impacts associated with excavation activities; identification of any applicable local standards that may be exceeded by the excavation activities, including dust levels and noise; transportation impacts from the removal or remedial activities; and risk of upset practices should an accident occur at the site. A copy of applicable remediation certification from RWQCB and/or DTSC, or written confirmation that a certification is not required shall be submitted to the Community Development Department. **GEO-6(b)** In the event that hazardous waste and/or materials, including chemical odors or stained soils, are encountered during construction, the following actions shall be taken by the applicant or authorized agent thereof: (1) all work in the vicinity of the suspected contaminant will be halted; (2) all persons shall be removed from the area; (3) the site shall be secured under the direction of the City Fire Department; and (4) the City of San Luis Obispo Hazardous Waste/Materials Coordinator shall be notified. Work shall not recommence until such time as the find is evaluated and appropriate measures are implemented as necessary to the	If the mitigation measures mentioned above are implemented, the impacts related to hazardous materials would be reduced to a less than significant level.

Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
	satisfaction of the California Department of Toxic Substances Control. **GEO-6(c)** In the event that groundwater is encountered during construction, all construction work in the vicinity of the groundwater will be halted. **RWQCB shall be contacted to determine appropriate remediation actions. This could involve testing** ~~The~~ groundwater ~~shall be tested~~ for TPH and PCE, ~~and treated~~ **treatment of affected groundwater** to a concentration below RWQCB standards, by a City approved registered environmental assessor or environmental engineer in consultation with RWQCB before the water can be released into the watershed, **and/or other remediation actions required by RWQCB**. **GEO-6(d)** Prior to issuance of Building Permits, a soils engineering study and hazardous materials screening analysis of all imported fill materials shall be prepared by a qualified professional and submitted to the City Engineer for review. The soils engineer study and hazardous materials screening analysis shall demonstrate that all imported fill materials maintain engineering properties that are suitable for site development, and are free from contaminants that exceed threshold health and public safety levels.	
Impact GEO-7 The proposed Prado Road /U.S. Highway 101 interchange and associated improvements could be located on soils that contain aerially-deposited lead (ADL) associated with historic vehicle traffic on U.S. Highway 101. The release and/or exposure of site construction workers to ADL is considered a Class II, *significant but mitigable* impact.	**GEO-7(a)** Prior to issuance of grading permits for the proposed Prado Road/U.S. Highway 101 interchange and associated improvements, a Preliminary Site Investigation shall be performed within the areas of site disturbance proposed within 40 feet of the edge of U.S. Highway 101, in compliance with Caltrans ADL Testing Guidance (March 16, 2001). The Preliminary Site Investigation shall include soil borings to a minimum depth of 2.5 below ground surface (bgs) using hand auger sampling methods. All soil samples from the ADL investigation shall be analyzed for the presence of total lead following EPA Test Method 6010. The regulatory criteria for determining whether soils are to be classified as "hazardous waste" for materials handling and disposal purposes based on metal content are contained in the California Code of Regulations Title 22, Section 66261.24. The Total Threshold Limit Concentration (TTLC) for ADL is 1,000 milligrams per kilogram (mg/kg) and the Soluble	If the mitigation measures mentioned above are implemented, the impacts related to ADL in on-site soils would be reduced to a less than significant level.

Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
	Threshold Limit Concentration (STCL) for lead is 5.0 milligrams per liter (mg/l). The results of the Preliminary Site Investigation shall be summarized and submitted to the Community Development Department for review. In the event that ADL is discovered in excess of regulatory standards, the following measures shall be implemented: • The construction contractor shall prepare and implement a Lead Compliance Plan to prevent or minimize worker exposure to lead during the handling and treatment of ADL. Handling material containing ADL shall be in conformance with rules and regulations including, but not limited to, those of the California Division of Occupational Safety and Health Administration (Cal-OSHA) and the Regional Water Quality Control Board (RWQCB). The Lead Compliance Plan shall contain the elements listed in Title 8, California Code of Regulations, Section 1532.1(e)(2)(B). The Lead Compliance Plan shall be reviewed and approved by an Industrial Hygienist certified in Comprehensive Practice by the American Board of Industrial Hygiene. The Lead Compliance Plan shall be submitted to the City Fire Department at least 7 days prior to beginning work in areas containing aerially deposited lead. Prior to performing work in areas containing lead, personnel who have no prior training, including Caltrans personnel, shall complete a safety training program provided by the contractor, that meets the requirements of Title 8, California Code of Regulations, Section 1532.1, "Lead," and the Contractor's Lead Compliance Program. Personal protective equipment, training, and washing facilities, required by the Lead Compliance Plan shall be supplied to all applicable construction workers. • Handling of materials containing ADL shall result in no visible dust migration. The contractor shall have a means of dust control available at all times while handling material in work areas containing ADL. • Project construction activities shall be conducted in compliance with Caltrans Guidelines associated with aerially deposited	

Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
	lead. This requirement shall be included in construction contracts. • The project applicant shall contact Caltrans, the RWQCB, and San Luis Obispo Fire Department, to investigate the feasibility of capping materials containing hazardous levels of lead within the project limits in the existing State right-of-way under the pavement or contained by a clean fill cap. If this option is determined to be feasible by the applicable reviewing agencies, then the applicant shall furnish to the Community Development Department written statements of concurrence by these agencies. The project applicant shall comply with all requirements of the reviewing agencies. If on-site capping of contaminated soils is determined to be infeasible, then the contaminated soils shall be transported and disposed of in a Class I landfill in conformance with Federal and State laws and regulations, as amended, and county and municipal ordinances and regulations, as amended. • Surplus material excavated from areas containing aerially deposited lead shall remain in the area of soil disturbance. The surplus soil shall not be disposed of outside the highway right of way.	
DRAINAGE AND WATER QUALITY		
The drainage analysis in this section is based on the "Local and Cumulative Hydrologic and Hydraulic Impacts Analysis, San Luis Marketplace Area Annexation, Phase I, the Dalidio Property", prepared by Questa Engineering Corporation (Questa) in October 2003. This analysis built on the watershed-wide hydrologic and hydraulic analysis that was completed for the San Luis Obispo Creek watershed for the City of San Luis Obispo and the San Luis Obispo County Flood Control District Zone 9 by Questa as part of the San Luis Obispo Creek Waterway Management Plan (Questa, 2003). The October 2003 Questa analysis is incorporated by reference into this EIR. *The proposed drainage plan includes a concrete viaduct/floodwall drainage system through Prado Road Interchange embankments to convey flows from the San Luis Obispo Creek floodplain west across Highway 101, approximating existing flow conditions. If the interchange viaduct drainage system were to be constructed, flooding impacts east of Highway 101 would be Class II, significant but mitigable.* *Within the Dalidio Property, the proposed project would result in loss of floodplain storage and an increase in impervious surface area. These on-site impacts would increase floodwater surface elevations across the Dalidio Property, in Prefumo Creek and in San Luis Obispo Creek downstream of Prefumo Creek. The predicted increases in water surface elevations are* ***below*** ~~*above*~~ *the significance thresholds outlined in the*		

Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
*San Luis Obispo Creek Waterway Management Plan design manual. These on-site flooding impacts constitute a Class **II** ~~I~~, significant **but mitigable** ~~and unavoidable,~~impact.* *During the construction period of the proposed project, runoff has the potential to transport sediment from the site and cause downstream water quality and potential flooding impacts associated with sediment deposition. Implementation of Best Management Practices per the National Pollution Discharge Elimination System permit required for the project would minimize such effects. The proposed project would also increase the amount of impervious surface area at the Dalidio property and within the Prado Road Interchange footprint area, increasing the peak flow storm runoff from the project site. Because of the proximity of the site to potential flooding areas, which would allow runoff to clear these areas prior to peak watershed flows, development of the Dalidio property would not add to the overall flooding peak for the watershed if the proposed drainage improvements were constructed.* *Currently, the agricultural runoff from the Dalidio property is untreated. The proposed commercial and office/business park developments would implement a water quality system, which would treat the urban runoff, reducing the amount of agricultural pollution discharging into the groundwater table and the watershed.*		
Impact DW-1 The project would result in increased flood water surface elevations across the Dalidio Property, within Prefumo Creek, and within San Luis Obispo Creek downstream of its confluence with Prefumo Creek. Portions of the project site are located within the l00-year flood zone as indicated by the Federal Flood Insurance Rate Maps. Upon construction of the Prado Road Interchange and the proposed interchange viaduct drainage system, the project could expose people and property to flood hazards on-site and downstream of the project site due to a) increased runoff due to increased impervious surface area and b) loss of floodplain storage. **This is considered a Class** II **~~I~~, significant** but mitigable **~~and unavoidable~~, impact**.	**DW-1(a) Reduce Impervious Surfaces**. Consistent with Land Use Element Policy 6.4.7 (General Plan Digest), the applicant shall be encouraged to use pervious paving material to facilitate rainwater percolation. Parking lots and paved outdoor storage areas shall, where feasible, use pervious paving to reduce surface water runoff and aid in groundwater recharge. The applicant shall implement landscape swales as feasible and appropriate to allow for increased percolation of water on the project site.	Mitigation Measure DW-1(a) would reduce project impacts to **a less than significant level** ~~the extent feasible. However, no feasible mitigation measures are available that would reduce this impact to a less than significant level. Therefore, this impact would remain Class I, *significant and unavoidable.*~~

Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
Impact DW-2 During construction of the proposed project, the soil surface would be disrupted and potentially become subject to erosion, with potential off-site sedimentation and pollutant discharges. This is considered a Class II, *significant but mitigable* impact.	**DW-2(a) Notice of Intent**. Prior to beginning construction, the applicant shall file a Notice of Intent (NOI) for discharge from the proposed development site. **DW-2(b) Storm Water Pollution Prevention Plan**. The applicant shall require the building contractor to prepare and submit a SWPPP to the City forty-five (45) days prior to the start of work for approval. The contractor is responsible for understanding the State General Permit and instituting the SWPPP during construction. A SWPPP for site construction shall be developed prior to the initiation of grading and implemented for all construction activity on the project site in excess of one acre. The SWPPP shall include specific BMPs to control the discharge of material from the site. BMP methods may include, but would not be limited to, the use of temporary detention basins, straw bales, sand bagging, mulching, erosion control blankets, silt fencing, and soil stabilizers. Additional BMPs should be implemented for any fuel storage or fuel handling that could occur on-site during construction. The SWPPP must be prepared in accordance with the guidelines adopted by the State Water Resources Control Board (SWRCB). The SWPPP shall be also submitted to the City along with grading/development plans for review and approval. **DW-2(c) Notice of Completion of Construction**. The applicant shall file a notice of completion of construction of the development, identifying that pollution sources were controlled during the construction of the project, including the Prado Road Interchange, and implementing a closure SWPPP for the site.	Implementation of the above mitigation would reduce water quality impacts from grading to less than significant levels.
Impact DW-3 During long-term operation of the proposed project, runoff from the site could affect the water quality of Prefumo and San Luis Obispo creeks. This is considered a Class II, *significant but mitigable* impact.	**DW-3(a) Storm Water Quality Basins**. A Best Management Practice (BMP) device shall be installed to intercept water flowing off of proposed parking lot and roadway surfaces for each sub-basin of the Dalidio property. Whenever feasible, the preferred approach to treating surface runoff will be the use of drainage swales rather than mechanical devices. The chosen method for treating runoff shall be a proven and documented pollution prevention technology device that removes oil and sediment from stormwater runoff,	The proposed mitigation measures would reduce potential storm water pollution impacts to a less than significant level.

Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
	and retains the contaminants for safe and easy removal. The chosen device shall possess design features to prevent resuspension of previously collected contaminants and materials, and contain a built-in diversion structure to divert intense runoff events and prevent scouring of the previously collected sediments. The filter devices shall be sized to capture all dry weather surface runoff and accommodate the first flush (one inch) during storm events. The storm water quality system must be reviewed and approved by the City. BMP's shall also be incorporated into the drainage plan for the Prado Road Interchange. The devices shall be sited and sized to intercept and treat all dry weather surface runoff and accommodate the first flush (one inch) during storm events. The storm water quality system must be reviewed and approved by the City. **DW-3(b) Stormwater BMP Maintenance Plan**. The stormwater BMP devices shall be inspected, cleaned and maintained in accordance with the manufacturer's maintenance specifications. The devices shall be cleaned prior to the onset of the rainy season (i.e. November 1st) and immediately after the end of the rainy season (i.e. May 1st). All devices will be checked after major storm events. The results of the inspection and maintenance report shall be submitted to the City of San Luis Obispo Public Works Department. **DW-3(c) NPDES Permit**. The applicant shall procure a National Pollution Discharge Elimination System permit that adheres with all requirements of the Federal Clean Water Act. Additionally, certain occupants of the General Retail component may require individual NPDES permits due to the processes or materials they use.	
Impact DW-4 The portion of the project on the Dalidio property would replace agricultural area with commercial and office/business park development area. This will change approximately 30% of the project drainage area from	No mitigation measures are required for this beneficial impact.	Impacts from the proposed project development are potentially beneficial to water quality in the San Luis Obispo Creek Watershed.

Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
untreated agricultural runoff to treated urban runoff. This is considered a Class IV *potentially beneficial* impact.		
AIR QUALITY		
Both long and short-term emissions resulting from project construction and operation would occur. Construction and grading equipment on the site would emit carbon monoxide and ozone precursors, such as nitrogen oxide and reactive organic compounds. In addition, grading and vehicle activity on the site would result in the release of dust and suspended particulates. Construction impacts are considered significant but mitigable. Operation of the facility would increase the number of average daily trips to the area for automobiles and increase the combustion of natural gas and electricity in the area, all of which would generate regional air pollutants. This impact from the increase in operational emissions is considered significant and unavoidable. The addition of traffic to area intersections would increase congestion at the intersections and subsequently increase carbon monoxide concentrations. However, concentrations would not exceed the California one-hour standard and would therefore be less than significant. The project has also been determined to be potentially consistent with the 1998 CAP. The project would result in significant air quality impacts that cannot be fully mitigated.		
Impact AQ-1 The proposed project would generate temporary emissions during grading activities and during Phase 2 demolition. Grading could also potentially release naturally occurring asbestos, which would be considered a health hazard. Because these emissions would exceed the recommended significance thresholds, this is considered a Class II, *significant but mitigable* impact.	**AQ-1(a)** The applicant shall implement the following Best Available Control Technology (CBACT) for diesel-fueled construction equipment, where feasible: • *Maintain all construction equipment in proper tune according to manufacturer's specifications;* • *Fuel all off-road and portable diesel powered equipment, including but not limited to bulldozers, graders, cranes, loaders, scrapers, backhoes, generator sets, compressors, auxiliary power units, with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);* • *Maximize to the extent feasible, the use of diesel construction equipment meeting the ARB's 1996 or newer certification standard for off-road heavy-duty diesel engines;* • *Install diesel oxidation catalysts (DOC), catalyzed diesel particulate filters (CDPF) or other District approved emission reduction retrofit devices* ***(the number of catalysts or filters required and the equipment on which they should be installed shall be determined in consultation with APCD)****;* • *Electrify equipment where feasible;* • ***Develop and implement a Diesel Emission Control Plan (DECP) that describes the***	The above mitigation measures would reduce the amount of dust and PM_{10} generated by construction to a less than significant level.

Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
	diesel emission controls to be used during construction and specifies the use of DOCs and CDPFs, in consultation with APCD prior to the start of construction; • *Substitute gasoline powered for diesel powered equipment, where feasible;* • *Use alternatively fueled construction equipment on-site where feasible, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane, or biodiesel; and* • *Use equipment that has Caterpillar pre-chamber diesel engines;* If any of the above CBACT's is considered infeasible, the applicant shall notify the Community Development Department, by letter, and clearly state why any of the measures of are considered infeasible. The Community Development Department, in consultation with the San Luis Obispo County APCD would then make a final determination as to whether the measure is infeasible. **AQ-1(b)** The applicant shall design a comprehensive construction activity management plan designed to minimize the amount of large construction vehicles operating during any given time period. **AQ-1(c)** Construction truck trips shall be scheduled, to the extent feasible, to occur during non-peak hours. **AQ-1(d)** The amount of disturbed area shall be minimized and on-site vehicle speeds shall be reduced to 15 mph or less. **AQ-1(e)** Water trucks or sprinkler systems shall be used in sufficient quantities during construction to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (nonpotable) water should be used. **AQ-1(f)** If stockpiling of fill material is involved, soil that is stockpiled for more than two days shall be covered, kept moist, or treated with soil binders daily to prevent dust generation.	

Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
	AQ-1(g) Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site. **AQ-1(h)** 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). **AQ-1(i)** Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site. **AQ-1(j)** 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. **AQ-1(k)** 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 native grass seed and watered until vegetation is established. **AQ-1(l)** Mitigation Measures AQ-1(a) through AQ-1(k) shall be included on all Grading and Construction Plan notes, as well as on all bid requests. A contact name and phone number at the San Luis Obispo APCD shall also be provided on these documents so that contractors may consult with APCD staff on the type of construction equipment and emissions controls to be used. **AQ-1(m)** The project contractor/builder shall designate a person or person to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust off-site. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Community Development Department and APCD prior to land use clearance for map recordation and land use clearance for finish grading of structures. **AQ-1(n)** A geological analysis shall be conducted prior to construction to determine the presence of serpentine rock. If naturally occurring asbestos is found on the project site, the applicant shall	

Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
	prepare an Asbestos Dust Control Plan and an Asbestos Health and Safety Program, which shall be approved by the APCD prior to commencement of construction activities. **AQ-1(o)** Prior to demolition work, areas of the on-site structures shall be sampled as part of an asbestos survey in compliance with the National Emission Standards for Hazardous Air Pollutants (NESHAP). If asbestos is found in any building, asbestos-related work, including demolition, involving 100 square feet or more of asbestos containing materials (ACMs) shall be performed by a licensed asbestos abatement contractor under the supervision of a certified asbestos consultant and asbestos shall be removed and disposed of in compliance with applicable State laws. **AQ-1(p)** If during demolition of an on-site building, paint is separated from the building material (e.g. chemically or physically), the paint waste will be evaluated independently from the building material by a qualified hazardous materials inspector to determine its proper management. All hazardous materials shall be handled and disposed in accordance with local, state and federal regulations. According to the Department of Toxic Substances Control (DTSC), if paint is not removed from the building material during demolition (and is not chipping or peeling), the material can be disposed of as construction debris (a non-hazardous waste). The landfill operator will be contacted prior to disposal of building material debris to determine any specific requirements the landfill may have regarding the disposal of lead-based paint materials. The disposal of demolition debris shall comply with any such requirements.	
Impact AQ-2 The proposed project would result in the emission of air pollutants, including the ozone precursors ROC and NOx, and PM_{10} primarily from mobile emissions and entrained road dust. Because emissions would exceed the APCD significance thresholds, the	**AQ-2(a)** Increase building energy efficiency ratings by at least 10% above what is required by Title 24 requirements. Potential energy consumption reduction measures include, but are not limited to, increasing attic, wall, or floor insulation, the use of photovoltaic roof tiles, installation of energy efficient windows, **installation of energy efficient interior lighting, use of high efficiency heating and cooling, use roofing material with a solar reference value that meets the EPA/DOE Energy Star rating, installation of low energy parking lot**	Emission reductions associated with these recommended mitigation measures, in combination with the project features described above, are expected to be less than 5% of the project's daily emissions of PM_{10}, ROC and NO_x. No other

Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
project's operational impact is considered Class I, *significant and unavoidable*.	**lights,** and the use of R-45 insulation in the roof/attic space of all on-site structures. **AQ-2(b)** Shade trees shall be planted to shade on-site structures to the greatest extent possible in summer, decreasing indoor temperatures, and reducing energy demand for air conditioning. **Shade trees shall also be planted throughout the parking lots to reduce evaporative emissions from parked vehicles.** The landscape plan shall be submitted to the San Luis Obispo APCD for review and comment. The City's Architectural Review Commission (ARC) shall review project landscaping plans for consistency with this mitigation measure. **AQ-2(c)** The applicant shall implement all of the following mitigation measures in consultation with SLOAPCD: • *Financial contribution and/or an agreement between the applicant and SLO APCD to provide a park-and-ride lot that could serve the project area.* • *Financial contribution to a bus pass subsidy program as a means of reducing vehicle trips elsewhere in the community;* • *Financial contribution to a vehicle-purchase/pollution offset program designed to remove vehicle that do not meet state emission requirements from area roadways;* • *Financial contribution to a bus retrofit program designed to convert area buses to operation by natural gas;* • *Financial contribution to a bus purchase program designed to increase availability of alternative transportation modes to area residents;* • *Financial contribution to a low-emission vehicle purchase subsidy program; and* • *Participate in the Flash Pass Program established by APCD and SLO Transit for all employers of the project.* Refer to Mitigation Measures AQ-4(a) and (b) for a discussion of transportation demand management mitigation measures applied to the proposed project.	mitigation measures available appear sufficient or feasible to further reduce project emissions to a level below the thresholds. Therefore, because emissions would be expected to remain well above San Luis Obispo APCD thresholds, the residual impact to regional air quality is considered significant and unavoidable.

Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
Impact AQ-3 CO generated by vehicles traveling along roadways near the site would increase local ambient CO concentrations. However, CO concentrations would remain below state and federal standards. Impacts are therefore considered Class III, *less than significant*.	None required.	Impacts would be less than significant.
Impact AQ-4 The proposed project would be considered potentially inconsistent with the San Luis Obispo APCD's 2001 Clean Air Plan. This would be a Class II, *significant but mitigable* impact.	**AQ-4(a)** The applicant shall develop and operate an employer-based Transportation Management Program per Clean Air Plan TCM T-1C, which incorporates the following provisions: a. Bicycle racks and/or bicycle lockers at a ratio of 1 bicycle parking space for every 10 car parking spaces shall be installed for customers and employees**, or at a ratio otherwise acceptable the SLOAPCD to be determined prior to occupancy clearance**; and b. Carpool, vanpool and transit information shall be posted in employee break/lunch areas. **AQ-4(b)** To reduce overall project trip generation and associated air contaminant emissions, project tenants ~~should~~ **will** be required to establish and maintain employee trip reduction programs that ~~could~~ **will** include, but are not limited to, the following elements: • Free or subsidized employee passes for SLO Transit; • ~~Senior Citizen subsidized patron passes for SLO Transit;~~ • Vanpool services provided by Ride-On Transit; • Cash incentives for using alternative travel modes; • On-site rideshare matching services; • On-site shower facilities for bicycle users; • **Encourage Guaranteed Ride Home services for employees who use alternative transportation;** • **A minimum of 25 parking spaces to be shared use as a public Park and Ride lot;**	The implementation of the above mitigation measure would reduce impacts to a less than significant level.

Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
	• Posted information on alternative travel modes; and • Preferential parking for employee carpools/vanpools (where feasible) **AQ-4(c)** The applicant shall prepare a Pedestrian Circulation Plan for review and approval by the City. The plan shall include methods to improve safe pedestrian circulation patterns within the commercial portion of the project, and between the commercial portion of the project and other nearby commercial uses, as well as other adjacent land uses. This mitigation measure is intended to complement and coordinate with Mitigation Measure LU-1(b).	
Impact AQ-5 The second phase of the project may require the demolition of up to seven existing farm support structures that could result in the release of lead based paint or asbestos containing materials. This impact would be considered Class II, *significant but mitigable*.	**AQ-5(a)** Prior to the initiation of demolition work, areas of the on-site structures proposed for removal shall be sampled as part of an asbestos survey in compliance with the National Emission Standards for Hazardous Air Pollutants (NESHAP). If asbestos is found in any building, asbestos-related work, including demolition, involving 100 square feet or more of asbestos containing materials (ACMs) shall be performed by a licensed asbestos abatement contractor under the supervision of a certified asbestos consultant and asbestos shall be removed and disposed of in compliance with applicable State laws. Regardless of whether asbestos is identified in the building, prior to demolition of the existing structure the APCD shall be notified and an APCD Asbestos Demolition and Renovation Compliance Checklist shall be submitted to both APCD and the City of San Luis Obispo. **AQ-5(b)** If during demolition of the on-site structures, paint is separated from the building material (e.g. chemically or physically), the paint waste shall be evaluated independently from the building material by a qualified hazardous materials inspector to determine its proper management. All hazardous materials shall be handled and disposed in accordance with local, state and federal regulations. According to the Department of Toxic Substances Control (DTSC), if paint is not removed from the building material during demolition (and is not chipping or peeling), the material can be disposed of as construction debris (a non-hazardous waste). The landfill operator will be contacted prior to disposal of building material	The implementation of the above mitigation measures would reduce impacts to a less than significant level.

Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
	debris to determine any specific requirements the landfill may have regarding the disposal of lead-based paint materials. The disposal of demolition debris shall comply with any such requirements.	
NOISE		
Development of the project would result in noise impacts related to construction activities, traffic increases, on-site activity, and cumulative development. Construction noise would affect sensitive receptors adjacent to the site and in the surrounding area. These construction impacts would be short-term and primarily related to grading and building activities at the property. This impact is considered significant but mitigable. The project would incrementally increase the amount of traffic on nearby roadway corridors, which would cause roadway noise levels throughout the project vicinity to increase, and would significantly affect sensitive receptors along two segments of Madonna Road. This impact would be considered significant and unavoidable. Cumulatively, the project would contribute to existing roadway noise levels already in exceedance of the City standard. This is considered a significant and unavoidable impact.		
Impact N-1 Project construction would temporarily generate high noise levels on-site. Because noise could exceed thresholds in the City General Plan Noise Element, impacts are considered Class II, *significant but mitigable*.	**N-1(a)** Stationary construction equipment that generates noise that exceeds 65 dBA at the project boundaries shall be shielded with a barrier that meets a sound transmission class (STC) rating of 25. **N-1(b)** All diesel equipment shall be operated with closed engine doors and shall be equipped with factory-recommended mufflers. **N-1(c)** Whenever feasible, electrical power shall be used to run air compressors and similar power tools. **N–1(d)** Construction activity for site preparation and for future development shall be limited to the hours between 7:00 AM and 7:00 PM, Monday through Friday and Saturday 8:00 AM to 6:00 PM. No construction shall occur on Sundays or State holidays (i.e. Thanksgiving, Labor Day). Construction equipment maintenance shall be limited to the same hours. **N-1(e)** For all construction activity on the project site, additional noise attenuation techniques shall be employed as needed to ensure that noise remains within levels allowed by the City of San Luis Obispo noise standards. Such techniques may include, but are not limited to, the use of sound blankets on noise generating equipment and the construction of temporary sound barriers between construction sites and affected uses. **N-1(f)** The movement of construction-related vehicles, with the exception of passenger vehicles,	With implementation of recommended mitigation measures, construction noise impacts would be less than significant.

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Impact	Mitigation Measures	Significance After Mitigation
	along roadways adjacent to sensitive receptors shall be limited to the hours between 7:00 AM and 7:00 PM, Monday through Friday and Saturday 8:00 AM to 6:00 PM. No movement of heavy equipment shall occur on Sundays or State holidays (i.e. Thanksgiving, Labor Day). This measure does not apply to roadways where sound walls are currently in place.	
Impact N-2 Project-generated traffic would incrementally increase noise levels along roads in the project vicinity. The effect of this noise on off-site sensitive receptors in the area is considered a Class I, *significant and unavoidable,* impact.	**N-2(a)** The applicant must contribute its fair share, as determined by the City, to the implementation of one or more of the mitigation approaches listed in policy N-1.2.16 of the Noise Element (refer to Appendix G of this EIR). Implementation of the measures must occur prior to project occupancy. These measures may include rerouting traffic onto streets that do not adjoin sensitive receptors, construction of noise barriers, retrofitting buildings with noise-reducing features, and the establishment of financial programs to pay for noise mitigation and trip reduction programs.	Use of such techniques on the proposed project and the retrofitting of existing development would reduce project-generated vehicle noise impacts to the extent feasible. However, implementation of these techniques would not necessarily ensure that cumulative noise experienced at sensitive receptors would be reduced to less than significant levels at all locations. No additional mitigation measures are feasible due to economic, political, and physical constraints. Therefore, impacts would remain Class I, *Significant and Unavoidable*.
Impact N-3 The proposed project, in combination with cumulative development in the vicinity would add to roadway corridor noise levels already above the 60 dBA Ldn City threshold. This is considered a Class I, *significant and unavoidable* impact.	Implementation of Mitigation Measure N-2(a) would reduce cumulative noise impacts to the extent feasible.	Use of such techniques as described in Mitigation Measure N-2(a) on all new development in the area and the retrofitting of existing development would reduce cumulative impacts to the extent feasible. However, implementation of these techniques would not necessarily ensure that cumulative noise experienced at sensitive

Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
		receptors would be reduced to less than significant levels at all locations. No additional mitigation measures are feasible due to economic, political, and physical constraints. Therefore, impacts would remain Class I, *Significant and Unavoidable*.
BIOLOGICAL RESOURCES		
The 131-acre Dalidio project site is vegetated primarily by non-native agricultural row crops (109 acres) found in the eastern and central portion of the site and to a lesser extent by ruderal and urban landscape species in the western developed area. Native vegetation that exists on-site is found primarily in the riparian habitat along the banks of Prefumo Creek at the southwest border of the project area. Mature non-native eucalyptus trees border the developed area on the west and along Prefumo Creek. The Prado Road interchange project site is vegetated primarily by non-native grassland, ruderal species, and urban landscape species. Native vegetation exists adjacent to the interchange site, primarily along the riparian banks of San Luis Obispo Creek. *No sensitive plant species were observed on-site and would not be expected due to the history of agricultural uses, Caltrans maintenance within the Prado Road interchange area, and limited suitable habitat. Native vegetation on the Dalidio property exists in Prefumo Creek and the water and riparian vegetation provide habitat for several sensitive species with the southern steelhead recorded during high flows. Other sensitive species may potentially occur within the Prefumo Creek corridor, including the California red-legged frog, southwestern pond turtle, and two-stripe garter snake. Similar riparian habitat and sensitive species may be expected adjacent to the Prado Road interchange area within San Luis Obispo Creek. Non-native eucalyptus trees on the Dalidio property provide habitat for the Monarch butterfly and several avian species, some of which nest in the trees and are protected by the Migratory Bird Treaty Act. Nests of the great blue heron were observed on-site and vultures and raptors are also known to nest in the eucalyptus trees on-site.* *The project description indicates that several eucalyptus trees would be subject to cutting or thinning for development and Madonna Road widening and to accommodate the proposed Business Park and Commercial uses. Tree removal or thinning could have adverse significant impacts on Monarch butterfly wintering sites and great blue heron, vulture and raptor nest/roost sites. Development in the vicinity of the sensitive avian species could have short and long-term significant impacts related to increased light, noise, and human and domestic animal intrusion. Any action that would cause a Migratory Bird Treaty Act (MBTA)-protected bird to flee the nest or abandon reproductive effort would be considered a significant impact. Measures are available to reduce impacts to sensitive avian species and Monarch butterfly habitat. These measures include setbacks, buffers, shielding for lights, and limits on timing for construction and disturbance in the area.* *Sensitive species occurring in the Prefumo and San Luis Obispo Creek corridors could experience impacts from similar project related actions such as construction practices that could cause siltation and changes to water quality. Sensitive species in Prefumo and San Luis Obispo Creeks could also experience impacts*		

Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
due to development of a road within or adjacent to these areas, and intrusion associated with increased human activity. Mitigation measures stated below to protect wetlands would also protect the species within them and impacts to sensitive aquatic species would be reduced to less than significant. *Wetland habitat on-site in Prefumo Creek and San Luis Obispo Creeks are under the jurisdiction of federal, state and local agencies. Construction practices, the development of the Los Osos Valley collector road across Prefumo Creek, widening of the Prado Road bridge over San Luis Obispo Creek, and increased human use on-site could have short and long-term significant impacts to wetlands. Impacts include siltation and run-off to the creek affecting water quality and, cut and fill within Prefumo Creek and removal of vegetation for the road, and auxiliary lane for U.S. Highway 101(depending on final project plans). The dedication of approximately 7 acres of permanent Open Space along Prefumo Creek would help to reduce adverse impacts to wetlands. Mitigation measures can reduce significant impacts to a level of less than significant.*		
Impact BIO-1 Buildout of the proposed project would affect endangered, threatened, or rare species and their habitats. Impacts on wildlife species would be considered Class II, *significant but mitigable*.	**BIO-1(a)** Prior to development of fallow agricultural fields, surveys for Congdon's tarplant should be performed during the blooming period of this aster (June- November). If the species is found, avoidance is the preferred option. If avoidance is not feasible, on-site mitigation is preferred if suitable habitat is present. A restoration plan shall be prepared by a qualified plant ecologist. The restoration plan shall identify the number of plants to be replanted and the methods that will be used to preserve this species in this location. The plan shall also include a monitoring program so that the success of the effort can be measured. If off-site mitigation must be performed, Laguna Lake Park may contain appropriate habitat and would be a preferred site. Restoration efforts shall be coordinated with applicable federal, state, and local agencies. **BIO-1(b)** All proposed site disturbance shall be set back at least 200-feet (radius) from great blue heron active nest sites. The perimeter of the setback area shall include a buffer and signage regarding the sensitivity of the great blue heron rookery. The buffer shall be of split rail fencing to discourage random human entry but to allow the passage of wildlife. The setback around great blue heron roosting sites shall be 50 feet. Eucalyptus or nesting trees within the nesting area shall not be removed unless they are a threat to human health or safety. **BIO-1(c)** Prior to construction during the migratory bird/heron/raptor nesting season, a survey for active nests shall be conducted by a qualified biologist at the site no more than two weeks prior to any scheduled development. If active nests are located,	Implementation of the above mitigation measures would reduce adverse long and short-term impacts to sensitive plant and fish and wildlife species to a less than significant level.

Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
	construction within 500 feet of Migratory Bird Treaty Act-bird, heron, or raptor nest trees (e.g., stands of Monterey pines, cypress, and eucalyptus, and the riparian corridors along San Luis Obispo Creek and Prefumo Creek) shall be limited to the time period after young have fledged and prior to next season's breeding. This is generally September 1 to February 1, although a qualified biologist shall confirm that breeding/nesting is completed and young have fledged the nest prior to the start of construction. Nest trees shall only be removed outside the nesting season, or after a qualified wildlife biologist verifies that the nest is empty and the nest tree is no longer used by a raptor. **BIO-1(d)** During both the wintering and nesting seasons (unless the species is detected on the first survey), a qualified biologist shall conduct surveys for burrowing owls in potential habitat areas prior to construction in accordance with the guidelines described in the *CDFG Staff Report on Burrowing Owl Mitigation, 1995*. Winter surveys shall be conducted between December 1 and January 31, and the nesting season survey shall be conducted between April 15 and July 15. If burrowing owls are detected within the proposed disturbance area, CDFG shall be contacted immediately to develop and implement a mitigation plan to protect owls and their nest sites. **BIO-1(e)** The setback around Monarch butterfly wintering site habitat shall be 50 feet from the perimeter of the habitat. A survey to determine the extent of the Monarch butterfly habitat shall be conducted between the months of January and March within 1 year prior to construction by a qualified biologist or lepidopterist. **BIO-1(f)** Trees removed for project development shall be replaced at a ratio of at least 1:1 and of a height to shield on-site Monarch butterfly wintering sites and sensitive avian nesting habitat. In addition to review by the City Arborist, a qualified biologist shall review the replacement plan. Evergreen trees shall be selected that reach a height capable of forming a suitable windbreak, as determined by a qualified biologist. **BIO-1(g)** The proposed permanent Open Space area along Prefumo Creek shall preserve the habitat	

Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
	and allow only those passive recreational uses that will not significantly disturb sensitive wildlife species. **BIO-1(h)** Prior to recordation of the final map or issuance of building permits, the applicant shall prepare a detailed lighting plan for review and approval by City staff, a qualified biologist, and the Architectural Review Board to ensure the size and brightness of fixtures is minimized and that lights are hooded and directed toward the ground. **BIO-1(i)** If riparian vegetation is removed for construction of the secondary road connecting to Los Osos Valley Road or the Prado Road interchange, it shall be replaced with locally occurring native species according to a restoration plan prepared by a qualified plant ecologist (See Mitigation Measure BIO-3(d) below). This plan shall be subject to the approval by the City of San Luis Obispo, specifically by the City's Natural Resources Manager and the City Arborist. Construction for the portion of the road through Prefumo Creek and any riparian habitat shall not be conducted until all required federal, state and local permitting is approved and issued by those agencies with jurisdiction, (e.g. USACE, CDFG, NMFS, and USFWS). Best Management Practices shall be employed to reduce impacts to water quality (see Section 4.2 of this EIR). **BIO-1(j)** Prior to development of the office/business park or park components of the proposed project or any roadway modifications, including but not limited to modifications to Madonna Road, or the site's internal roadway system, a qualified arborist, selected by the City, shall survey the eucalyptus grove on the Dalidio Property. The purpose of the survey shall be to identify trees whose health status would pose a risk to the health and safety of residents, employees, or people present within the park or open space areas. Based on the results of this survey a tree-thinning program shall be created, which provides for the thinning or maintenance of the unhealthy trees only. The thinning program shall be reviewed and approved by the City of San Luis Obispo Community Development and Public Works Departments. No thinning activities shall occur that conflict with the previous or following mitigation measures in this document regarding time constraints on construction activities and/or sensitive species utilizing these trees.	

Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
Impact BIO-2 Buildout of the proposed project would affect locally-designated protected trees. This is considered a Class II, *significant but mitigable* impact.	**BIO-2(a)** With the submittal of a precise development plan for the project, the developer shall submit plans for review by the City Arborist and for eventual review and approval by the Architectural Review Commission, which show the following information: 1. *The locations of all existing trees, noting location, species, diameter, and condition;* 2. *Note whether existing trees will be retained, removed, or relocated; and* 3. *The location of proposed utilities, driveways, street tree locations, and the size and species of proposed street trees.* 4. *A landscaping plan which shows the size and species of all trees proposed to be planted in the project.* **BIO-2(b)** The developer shall abide by the requirements of the City Arborist for construction. Requirements shall include but not be limited to: the protection of trees with construction setbacks from trees; construction fencing around trees; grading limits around the base of trees as required; and a Replacement Plan for trees removed including replacement at a minimum 1:1 ratio.	Implementation of these measures would reduce impacts to trees to a less than significant level.
Impact BIO-3 Buildout of the proposed project would affect riparian and wetland habitat (e.g. marsh, riparian, and vernal pool). This is considered a Class II, *significant but mitigable* impact.	**BIO-3(a)** Proposed site disturbances shall be set back at least 35 feet from Prefumo Creek and 20 feet from the drainage channel on the Dalidio property as measured from the top of bank or from the edge of the predominant pattern of riparian vegetation, whichever is farther from the creek's flowline. **BIO-3(b)** The location of top of bank and of riparian vegetation shall be shown on all project plans, subject to the review and approval of the City's Natural Resources Manager. **BIO-3(c)** If wetlands and/or riparian habitat are subject to permitting or consultation with public agencies, such as USFWS, CDFG, or NMFS, required setbacks or conditions regarding wetlands and riparian habitat shall be observed. **BIO-3(d)** If wetlands and/or riparian habitat are removed for project development, the following shall apply **:**	Implementation of these measures would reduce impacts to wetlands to a less than significant level and ensure that the project is in compliance with the Creek Setback Ordinance as contained in the Zoning Regulations (1999).

Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
	The applicant shall submit a Mitigation Plan for areas of disturbance to wetlands and/or riparian habitat. The plan shall be designed by a biologist familiar with restoration and mitigation techniques. Restoration and mitigation shall be with locally occurring native species at a ratio of 1:1 for riparian habitat and 2:1 for delineated wetland habitat. The plan shall include, but not be limited to the following components: *1. Performance criteria (i.e.: what is an acceptable success level of revegetation to mitigate past impacts);* *2. Monitoring effort (who is to check on the success of the revegetation plan, how frequently);* *3. Contingency planning (if the effort fails to reach the performance criteria, what remediation steps need to be taken);* *4. Irrigation method /schedule for wetland elements (how much water is needed where and for how long); and* *5. Provisions for the removal of non-native invasive species (including details regarding the type and use of herbicides in and near aquatic habitat and sensitive species).* In addition to the above mitigation measures, measures included in Section 4.2, Drainage and Water Quality, would also serve to reduce potentially significant long and short-term impacts to wetlands and biological resources to less than significant. These mitigation measures include DW-1(a); DW-2(a) through (c); and DW-3(a) through (c).	
Impact BIO-4 Build-out of the proposed project may affect wildlife dispersal and migration corridors. This is considered a Class III, *less than significant impact*.	No mitigation measures are necessary.	Impacts to the movement of wildlife are less than significant.
AGRICULTURAL RESOURCES		
Project implementation would result in the conversion of 59 acres of prime agricultural land to commercial and residential uses. Impacts related to the loss of such agriculturally-suitable land would be significant and unavoidable (Class 1). Potential impacts related to land use conflicts between proposed development and adjacent agricultural uses would be significant but mitigable (Class II).		

Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
Impact AG-1 The proposed project would result in the direct conversion of approximately 60 acres of actively farmed prime soils to non-agricultural uses. This is considered a Class I, *significant and unavoidable* impact.	**AG-1(a)** Access for agricultural equipment shall be provided to the remaining agricultural land from the proposed collector street and from Dalidio Road and Elks Lane. Curbing shall be designed or cut to provide wide "driveway - like" access to the cropland for all farm equipment. **AG-1(b)** Irrigation water sources and infrastructure shall be provided to the remaining 58.8 acres of prime farmland on the Dalidio property. Water cost shall be at current rates. The proposed project's development plan states that water for continuing agricultural operations shall be supplied through existing wells from the underlying aquifer. This is consistent with how water is currently provided for on-site agricultural operations and would fulfill the requirements of the above measure. **AG-1(c) Agricultural Easement**. The remaining approximately 58.8 acres of prime agricultural land on the Dalidio Property shall remain as a single parcel and be placed under a permanent agricultural easement held by the Land Conservancy of San Luis Obispo County, Coastal San Luis Resource Conservation District, or other qualified conservation organization. Fee title to the property may continue to be held by a private party or may be transferred to the City of San Luis Obispo. Cropland production shall have preference over all other open space uses and shall be encouraged through competitive lease rates and protection through the San Luis Obispo County Right to Farm Ordinance. The current farmer would consider the 52 acres as an agriculturally viable unit for row crop production and has expressed interest in continuing to farm on-site. **AG-1(d) Off-Site Open Space Dedication Agricultural Characteristics. The 20 acres of off-site open space proposed to be funded by the applicant shall be characterized by similar overall agricultural suitability as the on-site agricultural lands.**	Implementation of these measures would reduce impacts to the remaining agricultural land on-site. However, since about 60 acres of prime agricultural land would still be converted to non-agricultural use, impacts to agricultural resources would remain significant and unavoidable.
Impact AG-2 The proposed project may result in land use conflicts with the continued on-site and	**AG-2(a)** A 100-foot buffer between urban and agricultural uses shall be incorporated into the design the San Luis Marketplace, and other urban uses on the Dalidio property. Agricultural buffers can	Implementation of the above measures would reduce land use impacts related to agricultural

Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
adjacent agricultural operations. This is considered a Class II, *significant but mitigable* impact.	include non-habitable structures, roadways, parking, landscaped areas, and non-habitable buildings. **AG-2(b)** All future uses on the designated open space areas shall be compatible with continued farming of the remaining cropland. Adequate buffer zones of at least 100 feet between human occupied structures, or other areas as required by the Agricultural Commissioners Office, and the remaining cropland shall be provided and landscaping along the west side of the potential collector road shall be part of the project approval requirements. These buffer zones shall be provided within the designated open space areas, and shall not diminish the amount of farmland available for use. **AG-2(c)** For the construction activities on the Dalidio property as well as for the Prado Road interchange, construction equipment storage and construction staging shall be confined to the areas planned for conversion from agricultural to urban uses. All construction equipment maintenance shall be confined to these areas. No construction equipment staging or storage shall occur on areas designated as Open Space or in agricultural production. In addition, Section 4.3, *Air Quality*, specifies dust control measures during project construction. These measures would incrementally reduce potential impacts to the productivity of neighboring agricultural uses.	operations to a less than significant level.
AESTHETICS		
The proposed project would involve the urbanization of a portion of the 131-acre Dalidio property and the construction of the Prado Road interchange. This would represent a major change of the aesthetic character of the project site and an intensification of the urban character of the project vicinity. The design of the project has the potential to conflict with some of the Architectural Review Commission Guidelines relative to architectural features and landscaping amenities. The proposed project would also result in the introduction of a new source of nighttime lighting. Design recommendations and other mitigation measures have been developed to reduce the project's aesthetic impact. The project would also affect foreground and background views from the surrounding areas, and would have significant but mitigable impacts on foreground and background views from U.S. Highway 101 and Madonna Road.		
Impact AES-1 The proposed development would affect the aesthetic character of the site and	**AES-1(a) Foreground Views of Madonna Road.** As thinning of the eucalyptus groves occurs for every tree removed the applicant shall replace the tree on a 1:1 basis with a tree of minimum 36-inch box size.	The implementation of the above mitigation measures would reduce project-specific impacts

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Impact	Mitigation Measures	Significance After Mitigation
vicinity through alteration of viewsheds from U.S. Highway 101 and Madonna Road. This is considered a Class II, *significant but mitigable* impact.	As feasible, the replacement trees shall be placed in an area where they will continue to screen the proposed development from existing views. **AES-1(b) Foreground Views from U.S. Highway 101.** At the time of occupancy planted landscaping shall screen views of structures at 30% of their designed intent. Within five years of planting, landscaping shall screen 75% of the commercial structures of the project. All failed specimens shall be replaced within one month. Screening ratio and landscape vegetation health shall be achieved under the supervision of a qualified arborist, which shall be approved by the Community Development Director in consultation with the City Arborist.	to a less than significant level.
Impact AES-2 The proposed development would be potentially consistent with City urban design goals relative to the City's Community Design Guidelines. This is considered a Class III, *less than significant,* impact.	No mitigation measures are required.	Impacts would be less than significant.
Impact AES-3 The building massing of the proposed retail uses would reduce the quality of the visual appearance as seen from U.S. Highway 101, Los Osos Valley Road, and Madonna Road. In addition, the potential rooftop mechanical equipment in the proposed project may be visible from portions of U.S. Highway 101. This would be considered a Class II, s*ignificant but mitigable,* impact.	**AES-3(a)** The applicant shall submit plans to the Architectural Review Committee (ARC) for review prior to applying for construction permits. Plans shall specifically be evaluated for consistency with Chapter 3.2, Large-Scale Retail Projects, of the City's Community Design Guidelines. **AES-3(b)** The applicant shall submit plans with design measures to conceal rooftop equipment, before issuance of construction permits. The plans shall depict precise cross-sections and sightline indicators to assure that the rooftop equipment will not be visible from surrounding locations. **AES-3(c)** Areas within commercial development for outdoor storage, truck parking, trash collection, or loading shall not be visible from abutting streets. Such facilities shall be thematically incorporated into the overall site design, and non-enclosed areas shall be permanently defined and screened with walls and/or fences. Materials, colors and design of screening walls shall conform to those used as predominant materials and colors on the building, subject to Architectural Review Commission approval.	Implementation of the above mitigation measures would improve the outward appearance of the potential commercial buildings resulting in a less than significant impact in terms of visual quality.

Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
Impact AES-4 Light and glare produced from the proposed project would extend the area of night light across the currently undeveloped property, altering the nighttime sky due to parking lot lighting, wall mounted lighting, and internally illuminated signs, and daytime glare associated with plaster-type walls and/or brightly painted surfaces. This may affect the residences west of the site and views from the freeway and other local roadways. This is considered a Class II, *significant but mitigable* impact.	**AES-4(a)** All lighting fixtures in customer parking and rear loading areas that are visible from surrounding residences shall be designed to fully contain glare on-site. All lighting poles shall be hooded, shielded, and located to direct light pools downward and prevent glare on the nearby residential lots. Non-glare lighting shall be used throughout the proposed project. Search lights and strobe lights shall be prohibited. **AES-4(b)** All windows shall be of low-glare specification. Paint used for exterior façades shall be of low-reflectivity. Metal surfaces shall be brush-polished, and not highly reflective. **AES-4(c)** The Architectural Review Committee shall review all proposed buffering methods, including exterior wall and landscape treatments, along the western edge of the site to ensure that all automobile and parking lot lights are prevented from spilling over the property line. This may include, but is not limited to, the use of mature trees throughout the site. All ARC recommendations shall be implemented. It should be noted that mature trees often grow more slowly than smaller more vigorous trees, and that the younger trees often overtake the larger trees within a matter of years. Therefore, it is recommended that a mix of mature and immature trees be planted as part of the buffering methods. **AES-4(d)** The Architectural Review Committee shall review proposed material and color plans to be submitted by the project applicant prior to issuance of building permits. These plans shall indicate that proposed exterior wall surfaces that face public viewing corridors, such as U.S. Highway 101, Los Osos Valley Road, and Madonna Road, would be of materials and colors that would not produce substantial glare, as determined by the ARC.	Implementation of the above mitigation measure along with measure *AES-1(a)* would reduce the effects of light and glare resulting from the proposed project to a less than significant level.
Impact AES 5 The proposed interchange and overpass at Prado Road/U.S. Highway 101 would affect the aesthetic character of the site vicinity through brief disruption of viewsheds of persons traveling along U.S. Highway 101 and Prado	**AES-5(a)** Prior to approval by Caltrans of final design documents for the interchange, plans for the proposed overpass and retaining walls shall be reviewed by the City's Architectural Review Commission. The ARC shall make recommendations to Caltrans on the design of the overpass and retaining walls. Caltrans shall consider and implement all feasible design recommendations from the ARC. The bridge and retaining wall design should incorporate features that reflect the general	The above mitigation measure along with measure *AES-1(a)* would reduce impact AES-4 to a less than significant level.

Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
Road. This is considered a Class II, *significant but mitigable,* impact.	character of the area. In its review of the bridge and retaining wall design, the ARC should focus on, but not be limited to, the following elements: massing, decorative treatments, landscaping, lighting, color and texture.	
PUBLIC UTILITIES		
The proposed project would result in an increased demand on City water supplies. Current supplies could accommodate this increased demand, though City standards require the payment of fees to offset the cost of developing these water supplies. This is considered a less than significant impact. The proposed project would also result in a corresponding increase in wastewater, requiring the provision of upgraded wastewater conveyance facilities in the area. This is considered a less than significant impact. The Water Reclamation Facility would have sufficient capacity to handle the increase in wastewater at this time, though the facility would need to be expanded as the City approaches buildout. Therefore, impacts to the Water Reclamation Facility area considered less than significant.		
Impact PU-1 Although the project would reduce demand on the groundwater basin by approximately 240 AFY, due to the conversion of agriculture to urban use, the project would increase demand on City of San Luis Obispo potable water supplies by an estimated 103.6 AFY. Impacts to the City's water supply are considered Class III, *less than significant*, with payment of Water Impact Fees, since water is available for allocation.	**PU-1(a)** The applicant shall prepare plans to use reclaimed wastewater for on-site landscaping, when such supplies become available. By establishing an irrigation system which uses reclaimed wastewater, water supply impacts from the proposed project, and other cumulative development, would be reduced.	Impacts would be less than significant.
Impact PU-2 Buildout of the proposed project would generate an estimated 83,000 gallons (0.083 mgd) of wastewater per day, which would be treated by the City's Water Reclamation Facility. Because this facility has sufficient capacity to accommodate the proposed project, this impact is considered Class III, *less than significant*,	Other than the payment of the City's Wastewater Impact Fees and add on fees for the upgrade of the Laguna Lift Station, no further mitigation is required.	The WRF has sufficient capacity to serve the proposed project. Therefore, the Dalidio property annexation would result in less than significant impacts to wastewater treatment infrastructure.

Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
with payment of Wastewater Impact Fees.		
Impact PU-3 Implementation of the proposed project would require the relocation and/or protection of existing utility lines located on the project site. Project construction could result in a disruption of service in order to accomplish relocations. This would be considered a Class II, *significant but mitigable,* impact.	**PU-3(a)** A Utility Relocation Plan shall be prepared by the applicant and submitted with final construction drawings for the review and approval of the City Utilities Department. The Utility Relocation Plan shall identify all existing and proposed water lines, sewer lines, telephone, cable, gas, electric or other services located on the project site. The applicant shall coordinate with any affected agencies as part of the design process. The Utility Relocation Plan shall specify the phasing and scheduling of utility relocations to ensure minimal disruption between removal/relocation of existing utility lines and the installation of new lines. **PU-3(b)** During construction, underground utility alert services shall be used to identify the location of all underground services and to avoid the unplanned disruption of pipes or service lines. **PU-3(c)** A construction period public outreach and communications plan and program shall be developed by the applicant for all phases of the project. Weekly assessments of upcoming utility and service disruptions shall be undertaken by the applicant or authorized agents thereof. These assessments and an identification of the affected service areas shall be coordinated with the public outreach program. The public outreach program shall ensure that advance notice for any utility or service disruptions is extended to affected businesses and residents.	Implementation of the mitigation measures would reduce public utilities impacts related to disruption of utility services during project construction to less than significant levels.
Impact PU-4 The proposed project would generate approximately 2,067 tons of solid waste per year (5.6 tons per day). The solid waste disposal services and landfill facilities that would serve the project site have adequate capacity to accommodate the proposed project. However, since the capacity of the landfill is limited, the project together	**PU-4(a) Construction Solid Waste Minimization.** During the construction phases of the project, the following mitigation measures will be implemented to reduce solid waste generation to the maximum extent feasible: • Prior to construction, the contractor will arrange for construction recycling service with a waste collection provider. Roll-off bins for the collection of recoverable construction materials will be located onsite. The applicant, or authorized agent thereof, shall arrange for pick-up of recycled materials with a waste collection provider or shall transport recycled materials to the appropriate service center. Wood,	Implementation of the mitigation measures would reduce solid waste generation impacts to a less than significant level.

Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
with other pending development has the potential to adversely impact future landfill capacity. Therefore, solid waste generation is considered a Class II, *significant but mitigable* impact.	concrete, drywall, metal, cardboard, asphalt, soil, and land clearing debris may all be recycled. • The contractor will designate a person to monitor recycling efforts and collect receipts for roll-off bins and/or construction waste recycling. All subcontractors will be informed of the recycling plan, including which materials are to be source-separated and placed in proper bins. • The contractor will use recycled materials in construction wherever feasible. The above construction waste recycling measures will be incorporated into the construction specifications for the contractor. **PU-4(b) Operational Solid Waste Minimization.** The project applicant or authorized agent thereof shall provide commercial and office/business park tenants with educational material on the City's waste management efforts upon occupancy and transfer of ownership. The design of the proposed buildings and facilities shall include provision of adequate space and capacity for recycling containers.	
CULTURAL RESOURCES		
One historical site complex, the Dalidio Farm Complex, was judged to be a unique and significant historical resource according to the significance criteria found in the Archaeological Resource Preservation Guidelines and Historical Preservation Program Guidelines of the City of San Luis Obispo as well as the CEQA criteria of significance. Project development could result in demolition of these on site structures, resulting in a significant impact to historic resources. Impacts are significant but mitigable, provided the structures are retained in accordance with the mitigation measures included in this analysis. If the mitigation were not implemented, impacts to historic resources would be significant and unavoidable. *In addition, the research identified the potential for previously unidentified historical archaeological sites within the property. Recommendations for mitigation of impacts to significant historical resources are offered.* *A cultural resources survey of the preliminary Prado Road interchange footprint was conducted in March 2000. One isolated prehistoric artifact was discovered during the surface reconnaissance. The assayed chert cobble is not considered a significant archaeological resource. The gas station located at 253 Elks Lane is less than 50 years old. Therefore, the gas station is not considered a historic structure and may be demolished without resulting in a significant impact to historic resources.*		

Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
Impact CR-1 Project implementation would affect the existing Dalidio Farm Complex. Buildings within the complex are potentially eligible for historic listing under local, state, and federal criteria. If the structures were removed, impacts would be considered Class I, *significant and unavoidable*.	**CR-1(a)** As part of the annexation process for the property, the Cultural Heritage Committee of the City of San Luis Obispo shall determine if the two buildings of significance should be added to the Master List of Historic Properties. As described above, these buildings fit the criteria in the City Historical Preservation Program Guidelines. **CR-1(b)** Future development plans for the property should be designed to preserve and interpret the important historical buildings and structures identified in this report. If preservation and interpretation are not feasible, then other mitigation measures (e.g., video documentation, relocation of structures, etc.) may be necessary.	Implementation of the above measures would reduce impacts to the on-site historic structures. However, if the measures were not fully implemented, then the project's impacts would be significant and unavoidable.
Impact CR-2 Project construction could expose previously unknown, buried cultural resources within the project site. This is considered a Class II, *significant but mitigable* impact.	**CR-2(a)** A qualified historical archaeologist shall survey the portions of the Dalidio property proposed for development not covered by the May 1999 report to search for surface evidence of historical archaeological remains. This shall include the area along the U.S. Highway 101 frontage, if development is proposed in this area. **CR-2(b)** Prior to development of the property, test excavation within the presumed original track location and other archaeologically sensitive areas shall be conducted to determine if buried archaeological remains exist. If such remains are discovered, their importance should be evaluated and impacts to significant resources mitigated. **CR-2(c)** At the commencement of project construction, all workers associated with earth disturbing procedures shall be given an orientation regarding the possibility of exposing unexpected cultural remains by an archaeologist and directed as to what steps are to be taken if such a find is encountered. **CR-2(d)** A qualified archaeologist and Native American representative shall monitor initial earth moving activities within native soil. In the event that archaeological and historic artifacts are encountered during project construction, all work in the vicinity of the find will be halted until such time as the find is evaluated by a qualified archaeologist and appropriate mitigation (e.g., curation, preservation in place, etc.), if necessary, is	The above measures would reduce the project's potential impacts to buried cultural resources to less than significant levels.

Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
	implemented. After the find has been appropriately mitigated, work in the area may resume. In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps will be taken: I. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until: A. The coroner of the county in which the remains are discovered must be contacted to determine that no investigation of the cause of death is required, and B. If the coroner determines the remains to be Native American: 1. The coroner has 24 hours to notify the Native American Heritage Commission. 2. The Native American Heritage Commission shall identify the person or persons it believes to be most likely descended from the deceased Native American. 3. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public resources Code Section 5097.98. II. Where the following conditions occur, the landowner or his authorized representatives shall repatriate the Native American human remains and associated grave items with appropriate dignity on the property in a location not subject to further subsurface disturbance. However, any such activity will be pursuant to the discretion of a Chumash representative if a descendent is either not identified or fails to respond to notification.	

Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
	A. The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission. B. The descendent identified fails to make a recommendation; or C. The landowner or his authorized representative rejects the recommendation of the descendent, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner. If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission.	
TRAFFIC AND CIRCULATION		
The effects of the project have been analyzed under four scenarios: Existing, Background or Baseline Conditions, 10-Year Conditions, and Buildout of the City's General Plan (Cumulative Conditions). Baseline Conditions represent existing conditions plus traffic from already approved developments. 10-Year Conditions represents development levels anticipated in the next 10 years with reasonably foreseeable pending projects. *The proposed project would result in several traffic and circulation impacts that would be considered significant but mitigable with the implementation of identified circulation improvements that would be either directly provided by the applicant, or partially funded by the applicant through the payment of fair share traffic impact fees. For those impacts that are mitigated through the payment of fair share traffic impact fees, the scheduling of associated off-site improvements cannot be determined relative to the scheduling of project implementation. Some of the mitigation measures identified for significant impacts would require the cooperation of Caltrans and/or off-site property owners, which cannot be assured. In such cases, traffic impacts are assumed as a reasonable worst-case assessment to be Class I, significant and unavoidable.*		
Impact T-1 Addition of traffic generated by the proposed project to Baseline traffic volumes would cause three study	**T-1(a)** To mitigate significant impacts to the Madonna Road/LOVR intersection resulting in improved LOS F operation (with a delay of 46 seconds/vehicle), the project shall construct the following improvements:	With implementation of the identified mitigation measures, impacts to intersection operations would be reduced to the

Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
intersections to operate at unacceptable levels during the PM peak hour. This would result in a Class I, *significant and unavoidable,* impact under Baseline Plus Project Conditions.	• *Provide a westbound right-turn overlap traffic signal phase* • *Prohibit southbound and westbound U-turn movements;* • *Make appropriate modifications to signal heads, poles, controller settings, signing and striping, and bike lanes as necessary to implement mitigation.* **T-1(b)** To mitigate significant queuing on the northbound approach (Dalidio Drive) at the Madonna Road/Dalidio Drive intersection resulting in LOS C operation (with a delay of 34 seconds/vehicle), the project shall construct the following improvements: • *Install right-turn overlap phasing on the northbound Dalidio Drive approach (which would prohibit westbound U-turns);* • *Add a second northbound left-turn lane on Dalidio Drive;* • *Change the permitted phasing on Dalidio Drive to split phasing northbound and southbound* • *Construct second southbound lane on Dalidio Drive between Madonna Road and project boundary which would eliminate on-street parking.* • *Establish bicycle lanes on Dalidio Drive which would require up to an additional 10 feet of right-of-way to accommodate five-travel lane section (2 southbound receiving lanes, one northbound left-turn, one northbound shared left-turn/through, and one northbound right-turn lane) and bicycle lanes in both directions.* **T-1(c)** To mitigate significant impacts to the Prado Road/Higuera Street intersection resulting in LOS C operation (30 seconds of delay/vehicle), the project shall fund the following improvement prior to 50% occupancy of the total project:: • *Reconstruct curb gutter and sidewalk (including utility undegrounding) in order to add a second northbound left-turn lane on Higuera Street, which may require lead/lag phasing with the southbound left-turn movement. Implementation of this measure will require right-of-way acquisition on the northwest corner of the intersection.*	extent feasible. However, operations at the intersection of Madonna Road/LOVR would remain at an unacceptable LOS F under post-project conditions. No feasible mitigation measures are available to reduce this impact to an acceptable level. Therefore, impacts would remain Class I, *significant and unavoidable*. The widening of San Luis Obispo Creek bridge, as required in Mitigation Measure T-1(c), could encroach into riparian habitat associated with the creek. Potential biological resources impacts and mitigation measures associated with such improvements are described in Impact BIO-3, in Section 4.5, *Biological Resources.*

Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
	A review of the volumes under Baseline No Project Conditions indicate that the San Luis Obispo Creek bridge would not need to be widened to accommodate the projected volumes. The proposed project would increase the number of northbound left-turn vehicles to approximately 700 vehicles. Due to the wide receiving lane on Prado Road between the San Luis Obispo Creek bridge and Higuera Street, it is possible to construct two receiving lanes to accommodate the proposed dual northbound left-turn lanes. However, due to the relatively short distance (approximately 200 to 250 feet) between the bridge and Higuera Street, vehicles will have to merge into one lane, which would limit the effectiveness of the two receiving lanes. Therefore, it is also recommended that the San Luis Obispo Creek bridge be widened to accommodate four lanes in conjunction with the dual northbound left-turn lanes at the Prado Road/Higuera Street intersection.	
Impact T-2 Traffic generated by the proposed project would increase the volumes on some freeway ramps within the study area; however, all of the freeway ramps are projected to operate at an acceptable level under Baseline Plus Project Conditions. This is considered a Class III, *less than significant* impact.	No mitigation measures would be required.	Impacts to ramp operations would be less than significant.
Impact T-3 The addition of traffic from the proposed project under 10-year Conditions would cause several study intersections to operate at unacceptable levels during the PM peak hour. This is considered a Class II, *significant but mitigable* impact.	**T-3(a)** To mitigate the projected impact to the Madonna Road/Dalidio Drive intersection (i.e., to maintain LOS D operations with 36 seconds of delay), the project shall construct the following intersection improvements in addition to Mitigation Measure T-1(b): • *widen the eastbound approach (Madonna Road) to provide one left-turn lane, two through lanes, and one right-turn lane with overlap phasing (this would require prohibition of northbound U-turns from Dalidio Drive)* **T-3(b)** To mitigate the projected impact to the Madonna Road/US 101 Southbound Ramps	Implementation of the measures listed above would reduce project intersection impacts under the 10 Year Plus Project scenario to less than significant levels.

Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
	intersection the project should contribute it's fair share as calculated by the City to: 1. Install an additional third northbound left-turn lane on the off-ramp which will result in LOS D operation (with 43 seconds of delay). This improvement would require coordination with Caltrans and would require widening of the intersection. Design issues, such as horizontal curve alignment and encroachment into the drainage culvert, would need to be addressed with the widening: or, 2. Install an exclusive eastbound right-turn lane pocket which would reduce the delay to 51.3 seconds (LOS D). However, this alternative improvement would also encroach into the drainage culvert and impact the adjacent bicycle lane and sidewalk.	
Impact T-4 The addition of traffic from the proposed project under 10-year Conditions would degrade operations at the Madonna Road/US 101 Northbound Ramps intersection from LOS D to E with 62 seconds of delay. This is considered a Class II, *significant but mitigable* impact.	**T-4(a)** Coordinate with Caltrans to include the pedestrian crossing movement with the northbound off-ramp phase in addition to the protected north-south pedestrian phase during the eastbound left-turn movement at the US 101/Madonna Road Northbound Ramps in order to improve operations for vehicles. This would require pedestrians to cross during the northbound off-ramp phase when pedestrian movement would not be protected (i.e., right-turning vehicles from the off-ramp would have to yield to pedestrians). However, this modification may include more pedestrian crossing time than is currently given to pedestrians. This phasing modification would result in LOS D operations (37 seconds of delay).	Implementation of the measure listed above would reduce the project intersection impact to a less than significant level.
Impact T-5 Traffic generated by the proposed project would potentially cause freeway ramp operations at Los Osos Valley Road On-Ramp to Southbound US 101 to degrade to unacceptable levels under 10-Year Plus Project conditions. This is considered a Class II, *significant but mitigable* impact**.**	**T-5(a)** To mitigate impacts at the LOVR southbound on-ramp to US 101, the project applicant will pay Transportation Impact Fees (TIF), some of which will be applied to reconstruction of the LOVR interchange. The city will incorporate, via the City's TIF program, for the lengthening of the merging area for a total distance of 700 feet [measured from the gore point (i.e., the point where the right edge of the freeway shoulder and left edge of the merge lane meet) to the end of the merge area] in the ongoing design of the interchange.	With implementation of Mitigation Measure T-5(a), the projected impacts would be reduced to a less-than-significant level.

Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
Impact T-6 The addition of project-generated traffic would cause and contribute to several study area intersections operating at LOS E or F under Buildout Plus Project conditions. This is considered a Class II, *significant but mitigable* impact.	**T-6(a)** To mitigate significant impacts to the Madonna Road/Dalidio Drive intersection resulting in LOS D operation (delay 32 seconds/vehicle), the project shall construct the following improvement in addition to Mitigation Measures T-1(b) and T-3(a): • *Add a second westbound left-turn lane on Madonna Road.*	Implementation of these measures would reduce impacts to intersection operations under the Buildout Plus Project scenario to a less than significant level.
Impact T-7 Project-generated traffic would be expected to exacerbate unacceptable operations at several of the ramp junctions on U.S. 101 and cause one location to degrade from LOS C to LOS E during the PM peak hour. Therefore, the proposed project would result in a Class I, *significant and unavoidable* impact to U.S. 101 operations under Buildout Plus Project conditions.	**T-7(a)** To mitigate significant impacts to the ramp junctions on southbound U.S. 101, the project shall contribute its fair share, as determined by the City, to the construction of a southbound auxiliary lane between Prado Road and LOVR. **T-7(b)** To mitigate significant impacts to the northbound off-ramp from US 101 to LOVR, the project will pay fair share traffic mitigation fees to the City, some of which will be applied to the reconstruction of the LOVR interchange, including the lengthening of the deceleration area to City and Caltrans standards in the on-going design of the interchange. **T-7(c)** Under Buildout Plus Project Conditions which includes buildout of the City's General Plan (projected to occur over the next 30 years and beyond) and the proposed project, the addition of a third lane on the freeway mainline is required. However, the third lane on U.S. 101 would be a regional improvement overseen by a state agency (Caltrans), and is beyond the scope of an individual development such as the proposed project. Under Buildout Conditions, the addition of traffic from numerous future projects, regardless of size, would have a significant impact to U.S. 101 without providing additional mainline capacity.	The addition of auxiliary lanes and lengthening of the diverge area would result in acceptable freeway operations. Thus, the impact would be reduced to a less-than-significant level. The construction of a southbound auxiliary lane between Prado Road and LOVR described under Measure T-7(a) could be accommodated within existing roadway right-of-way, and would therefore not result in additional environmental impacts. The proposed project would contribute to significant impacts to the LOVR southbound on-ramp under Buildout Conditions which includes future growth from buildout of the City's General Plan. The required payment of fees, some of which will be applied to the reconstruction of the LOVR interchange, as described under Measure T-7(b), would reduce this impact to a

Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
		less than significant level. The addition of a third lane on the freeway mainline is required to reduce cumulative impacts on the mainline segment of U.S. 101 adjacent to the project site. This would be a regional improvement which is beyond the scope of an individual development. Nevertheless, since the proposed project would contribute to this impact, the mitigation of which would require approval from Caltrans, which cannot be assured, the proposed project would result in a Class I, *significant and unavoidable,* impact.
Impact T-8 Project-generated traffic is projected to degrade or exacerbate weaving operations on US 101 between Madonna Road and Prado Road during the PM peak hour under Buildout Plus Project conditions. Therefore, the proposed project would result in a Class I, *significant and unavoidable* impact.	As noted previously, the addition of a third lane on the freeway mainline would provide additional capacity. This potential regional improvement has been evaluated in the City's adopted General Plan Circulation Element and corresponding EIR, and is beyond the scope of an individual development.	The noted freeway mainline expansion would require the approval of Caltrans, which cannot be assured. Without expansion of the freeway mainline to six lanes north of Madonna Road and south of the Prado Road interchange, the impact is expected to remain significant under Buildout Plus Project Conditions.
Impact T-9 The proposed project would add traffic to Madonna Road and Los Osos Valley Road where there are gaps in existing pedestrian and bicycle	**T-9(a)** To mitigate significant impacts to pedestrian and bicycle safety and facilities, the project should implement the following measures:	The measures listed above would reduce impacts to pedestrian and bicycle facilities to less than significant levels.

Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
facilities. This would result in a Class II, *significant but mitigable,* impact under each of the scenarios (Baseline Plus Project, 10-Year Plus Project, Buildout Plus Project) studied.	• *Construct sidewalks along the project's frontage on Madonna Road to close existing gaps;* • *Provide public pedestrian access to the proposed open space areas and trail easement along the Laguna Lake Park Extension southwest of the project site.*	
Impact T-10 The proposed project would generate new transit trips at stops on major roadways that do not currently include standard features such as bus turnout and shelters. This would result in a Class II, *significant but mitigable* impact under each of the scenarios studied.	**T-10(a)** To mitigate potential transit impacts, the project shall construct appropriate transit stops, including turnouts in and around the project site. Potential locations for transit stops include the intersection of Madonna/Dalidio, Prado Road at the main project driveway and an internal project transit stop. Locations for the shelters/turnouts shall be developed in consultation with SLO Transit and City of San Luis Obispo staff. Potential locations include northbound Madonna Road adjacent to the multi-family residential parcel, both sides of Dalidio Drive near the planned signalized intersections serving the site, the intersection of Madonna/Dalidio and an internal project transit stop.	The above measure would reduce impacts to transit service to less than significant.
Impact T-11 The proposed project would result in substantial congestion to Madonna Road and Los Osos Valley Road, which could potentially affect bus transit headways on these facilities. This would result in a Class II, *significant but mitigable* impact under future conditions with the proposed project.	Implementation of measures T-1(a) through (c), T-3(a) and (b), T-4(a), T-6(a), T-9(a), T-10(a), T-12(a), and T-13(a) through (d) would mitigate the potential transit headway impacts. Measures T-12(a) and T-13(a) through (d) are discussed below.	The above measures would reduce impacts to transit service to a less than significant level.
Impact T-12 Increases in traffic congestion at the Madonna Road/Los Osos Valley Road intersection would increase the likelihood of cut-through traffic on Oceanaire Drive between Madonna Road and Los Osos Valley Road (north of Royal Way). This would result in a Class II,	**T-12(a)** The proposed project shall fund a monitoring study of the segment of Oceanaire Drive between Madonna Road and LOVR to assess the effect of traffic from the retail portion of the proposed project. The study shall monitor both traffic volumes and travel speeds using traffic counts and/or origin-destination surveys to determine if traffic is diverting to Oceanaire Drive from the adjacent arterial streets. Surveys should be conducted just prior to the issuance of occupancy permits and after one year of full project	The measure above would reduce neighborhood impacts to less than significant levels.

Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
significant but mitigable impact under each of the scenarios studied.	occupancy. If the surveys show evidence of an increase in volume (with the threshold to be determined by the City), the project should pay for appropriate mitigation measures. To mitigate potentially significant impacts of excessive speed, traffic calming measures such as curb extensions, traffic circles, speed humps, raised crosswalks or intersections, or street narrowing could be installed. Horizontal displacement measures should be favored over vertical displacement measures to minimize impacts to emergency vehicles, and all measures would have to be acceptable to the City's Public Works Department. More drastic measures such as diverters and street closures could be implemented if the volume of cut-through traffic becomes excessive. Implementation of traffic calming measures should only occur after a comprehensive neighborhood participation process. The City's NTM Guidelines details the process for citizen participation and development of neighborhood traffic improvements.	
Impact T-13 The proposed site access on the Dalidio Drive/Prado Road extension would result in excessive side street delays, lengthy vehicle queues, and conflicting vehicle turning movements during the PM peak hour between Madonna Road and the US 101 Northbound Ramps under Buildout Conditions. This is considered a Class I, *significant and unavoidable,* impact.	The following measures would be required to reduce significant impacts to internal circulation and access on Dalidio Drive between Madonna Drive and the US 101/Dalidio Drive interchange under baseline conditions. These mitigation measures are illustrated on Figure 4.10-22. **T-13(a)** Install traffic signals at intersections A and C which provide full access including signal interconnect and communications from Madonna Road to Higuera Street, and install raised medians at the intersections B and D to restrict turning movements at those locations to right turns in and out. No left-turn in access should be permitted at intersections B and D. Provide an additional exit lane and a second westbound left-turn lane on Dalidio Drive at intersection C. Required lane configurations at each intersection are illustrated on Figure 4-10-22. All traffic signals on Dalidio Drive should be interconnected between Madonna Road and the U.S. 101 northbound ramps. **T-13(b)** Coordinate with the SLO Promenade to realign the north approach of intersection A to provide signalized ingress and egress and to provide a more direct travel path across Dalidio Drive. Obtain	Measure T-13(a) would reduce the project's near-term impact to a less than significant level. However, the coordination of the traffic signals on Dalidio Drive from Madonna Road to Higuera Street cannot occur without including the two ramp intersections controlled by Caltrans at the Highway 101/Dalidio Drive interchange. Cooperation from Caltrans for the coordination of the traffic signals cannot be assured. Therefore, the project is assumed as a reasonable worst-case scenario to result in Class I, significant and unavoidable, impacts. Measures T-13(d) or (e)

Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
	reciprocal access agreements for use of parking drive aisles. **T-13(c)** Coordinate with the Post Office to reverse vehicle flow through its lot (i.e., require vehicles to enter at the east end of the property and exit at the west end). In addition, delivery vehicles must be required to use the same driveways as customers, or provide a new connection through the project office property or construct a new driveway over the adjacent drainage channel to intersect with the collector street at least 250 feet south of Dalidio Drive. In addition to the measures listed above, the project will modify its proposed site plan and construct one of the following improvements in order to mitigate impacts to Dalidio Drive under buildout conditions: **T-13(d)** To mitigate long-term (Buildout Plus Project) impacts, the applicant shall preserve right-of-way to construct Dalidio Drive from the U.S. 101 southbound ramp intersection to Madonna Road as a five- to six--lane Parkway Arterial including appropriate building setbacks pursuant to City code. The third westbound travel lane should begin at the southbound ramps intersection and terminate into the westbound right-turn lane at the Dalidio Drive/Collector Street intersection. The third eastbound through lane should begin immediately east of the signalized main driveway (intersection C) and extend to the southbound ramps intersection. The cross-section should contain 12-foot wide travel lanes, 10-foot minimum width left turn bays, and a 6-foot wide Class II bike lane in each direction separated by a raised median. On both sides of the street, a 6-foot wide sidewalk separated from the traveled way by an 8-foot wide landscaped parkway should also be provided. Initial roadway improvements should be constructed with sidewalks curb and gutter in their ultimate location, with a wider than necessary landscaped median where future widening for the additional lanes will take place; or, **T-13(e)** To mitigate long-term (Buildout Plus Project) impacts, the applicant shall redesign the project site so that the new collector street will access Dalidio Drive at the main signalized project driveway (C) and construct Dalidio Drive as a five- to six--lane Parkway Arterial including appropriate	would help to reduce delay and congestion at the Dalidio Drive intersections. Coordination with SLO Promenade and the post office in accordance with Measures T-13(b) and (c) cannot be assured. Therefore, these measures are potentially infeasible, and impacts may be considered significant and unavoidable.

Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
	building setbacks pursuant to City code from the U.S. 101 southbound ramp intersection to Driveway C. Construct a raised median island at the existing Promenade Center private road/driveway so as to preclude left turns out (to eastbound Dalidio) but still maintain left turns onto the private road from Dalidio Drive. This realignment is illustrated on Figure 4.10-23.	
Impact T-14 Extension of the proposed collector street to Los Osos Valley Road would potentially change traffic patterns in the area and affect operations on Madonna Road and LOVR. This is considered a Class III, *less than significant* impact.	**T-14(a)** Construct the proposed collector street from Dalidio Drive to the south edge of the property as a two-lane roadway with sidewalks. ~~If the collector street is ultimately extended to LOVR,~~ Preserve right-of-way and setbacks **on-site** to accommodate a **three-lane** ~~two-lane~~ roadway with a center two-way left-turn lane, sidewalks and bicycle lanes in both directions from the south edge of the property to LOVR. The project will be responsible for bonding **or providing another appropriate security for** ~~of~~ roadway improvements not constructed as part of initial project development. ~~Development at the south end of the collector street should not preclude extension of the roadway to LOVR as a three-lane facility with median, sidewalks and bicycle lanes~~.	Impacts would be less than significant with this measure.
Impact T-15 Without providing secondary access, some portions of the project site would only provide one access point for emergency vehicles. This is considered a Class II, *significant but mitigable* impact.	**T-15(a)** The office portion of the site should be designed to provide at least two vehicular access driveway on the proposed collector street and/or Madonna Road. Additional driveways could be gated with keys provided to fire department staff for emergency use only.	Impacts would be less than significant.
Impact T-16 The proposed project will provide a parking supply that exceeds the City's code requirements. This is considered a Class III, *less than significant* impact.	No mitigation measures are required since the project is expected to provide sufficient parking.	Impacts would be less than significant.

Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
LAND USE		
This section summarizes the proposed project's consistency with adopted goals and objectives in the City of San Luis Obispo General Plan as well as relevant regional land use policy documents. It also evaluates the project's compatibility with nearby land uses, including ongoing operations at the San Luis Obispo Airport. Mitigation measures are recommended to address land use concerns that are not directly tied to the land use-oriented environmental issue areas of air quality, noise, aesthetics, and agricultural resources. These measures would ensure consistency with City and regional land use policy and address site-specific land use issues.		
Impact LU-1 The proposed project would alter the present land use pattern on the site, and may result in incompatibilities with adjacent existing and planned land uses. This is considered a Class II, *significant but mitigable* impact.	**LU-1(a) Pedestrian Access to Commercial Center.** All commercial buildings that abut a public street should have an entrance onto the street or provide a continuous sidewalk from the street to the main entrance of the building. The project shall provide explicit and clear pedestrian connections from its commercial retail component to the commercial retail development immediately north across the Prado Road extension, with safe and visually prominent street crossings in accordance with the City's Policy on Pedestrian Crosswalks, adopted January 2000.	Implementation of the above mitigation measure, in combination with the measures recommended to mitigate impacts to air quality, noise, aesthetics, and agricultural resources, would reduce impacts to a less than significant level.
Impact LU-2 The proposed project may conflict with ongoing operations at the San Luis Obispo County Airport, exposing lives and property to potential safety hazards. Impacts are considered Class II, *significant but mitigable*.	**LU-2(a)** Avigation easements, which provide important disclosure information to prospective buyers and lessees, shall be required. Easements shall be in the form approved by the County of San Luis Obispo, (per Part 150, Airport Compatibility Planning, of the Federal Aviation Regulations) which stipulates that commercial and office property on the site would be exposed to aircraft noise, and provides legal protection to the airport, City and County against noise lawsuits. These easements shall also grant the airport the right to maintain the safety of airspace, including the right to clear any obstructions into that airspace. **LU-2(b)** In accordance with state law, the seller or lessor of property within the project site shall disclose to potential buyers or lessees that aircraft overflights occur, and that such flights may result in periodic increases in noise levels within the area. **LU-2(c)** Buildings within the project area shall incorporate non-reflective roofing material and roof-mounted equipment in order to minimize glare impacts to passing aircraft.	Implementation of the mitigation measures would reduce airport-related impacts to less than significant levels.

Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
Impact LU-3 The proposed Prado Road/U.S. Highway 101 interchange and associated improvements would alter existing land uses through direct acquisition of property, and would displace one business. Impacts are considered Class II, *significant but mitigable*.	**LU-3(a)** All real property transactions shall comply with the property acquisition and relocation standards of the State of California, the Caltrans Relocation Assistance Program, and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Property owners shall be compensated in accordance with fair market values based on appraisals. Business owners shall be compensated based on an assessment of the value of the business and any loss of goodwill. All efforts shall be made to identify relocation opportunities for affected businesses that would reduce the loss of goodwill and historic patronage. Wherever feasible, assistance shall be made available in identifying suitable relocation sites within the service area of existing businesses.	Implementation of the mitigation measure would reduce land use impacts related to property acquisition and displacement to less than significant levels.
Impact LU-4 The proposed Prado Road/U.S. Highway 101 interchange and associated improvements would hinder access to existing land uses along Elks Lane adjacent to the proposed improvements during and following construction. Impacts are considered Class II, *significant but mitigable*.	**LU-4(a)** Provisions for future access to undeveloped parcels located at the northeastern quadrant of the interchange (APN 053-04-034) shall be incorporated into the design of the interchange and associated improvements. **LU-4(b)** Prior to the initiation of construction of the proposed interchange and associated improvements, the applicant shall coordinate with the City to establish a public outreach/community liaison program to provide a point of contact with businesses that will be affected by construction. The program shall maintain a hotline to take messages and to provide updates in construction scheduling and road closures, detours, and alternative access points. **LU-4(c)** As feasible and appropriate, temporary signage shall be installed by the project applicant in consultation with the City Public Works Department notifying the public of road closures or detours and the expected duration of the closure. **LU-4(d)** The applicant shall minimize temporary disruptions of access to businesses in the area of the proposed interchange and associated improvements by coordinating construction to provide alternate access points and by ensuring that all businesses have at least one open driveway during construction. **LU-4(e)** Provisions for emergency access to the area located south of San Luis Obispo Creek along	Implementation of the mitigation measures would reduce land use impacts related to access to existing land uses during and following construction of the Prado Road/U.S. Highway 101 interchange and associated improvements to less than significant levels.

Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts

Impact	Mitigation Measures	Significance After Mitigation
	Elks Lane shall be made by the project applicant throughout the construction period and following completion of construction. Plans for interim access shall be provided by the applicant to the City of San Luis Obispo Fire, Police, and Public Works Departments. Prior to the initiation of construction, the applicant shall coordinate with the California Highway Patrol, San Luis Obispo City Police Department, San Luis Obispo City Fire Department, San Luis Obispo City Public Works Department, County Sheriff's Department, County Fire Districts, and local public and private ambulance and paramedic providers in the area to prepare a Construction Period Emergency Access Plan. The Emergency Access Plan shall identify phases of the project and construction scheduling, and shall identify appropriate alternative emergency access routes. During construction, the applicant shall review and update the Emergency Access Plan as necessary based on the work scheduling. The public outreach program shall be responsible for notifying emergency services of any changes in emergency access and providing details regarding alternative access routes. In addition, the Emergency Access Plan shall specify alternative access routes in the event of flooding to this area during and following construction.	
Impact LU-5 The project includes retail structures that would exceed size limits established by City Ordinance 1405, unless the Planning Commission makes findings that the size of the structures is acceptable. With such findings, impacts would be considered Class III, *less than significant*.	No mitigation measures are required.	Impacts would be less than significant.