APPENDIX A

2003 Notice of Preparation and Comments on the 2003 Notice of Preparation

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse

Gray Davis
Governor

Tal Finney
Interim Director

Notice of Preparation

February 18, 2003

CITY OF SAN LUIS OBISPO
FEB 2 4 2003
COMMUNITY DEVELOPMENT

To: Reviewing Agencies

Re: Dalidio/San Luis Marketplace Annexation and Development Project
SCH# 2003021089

Attached for your review and comment is the Notice of Preparation (NOP) for the Dalidio/San Luis Marketplace Annexation and Development Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Pam Ricci
City of San Luis Obispo
990 Palm Street
San Luis Obispo, CA 93401

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

for: Scott Morgan
Associate Planner, State Clearinghouse

Attachments
cc: Lead Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
(916)445-0613 FAX(916)323-3018 www.opr.ca.gov

SCH# 2003021089
Project Title Dalidio/San Luis Marketplace Annexation and Development Project
Lead Agency San Luis Obispo, City of

Type NOP Notice of Preparation

Description The proposed 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 annexation and development of a portion of the area with a retail complex consisting of 650,000 square feet of commercial space.

Lead Agency Contact

Name Pam Ricci
Agency City of San Luis Obispo
Phone 805-781-7168 **Fax**
email
Address 990 Palm Street
City San Luis Obispo **State** CA **Zip** 93401

Project Location

County San Luis Obispo
City San Luis Obispo
Region
Cross Streets
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways
Airports
Railways
Waterways
Schools
Land Use

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Biological Resources; Water Quality; Geologic/Seismic; Landuse; Noise; Public Services; Traffic/Circulation

Reviewing Agencies Resources Agency; Office of Historic Preservation; Department of Parks and Recreation; Department of Food and Agriculture; Department of Fish and Game, Region 3; Native American Heritage Commission; Public Utilities Commission; State Lands Commission; Caltrans, District 5; California Highway Patrol; Caltrans, Division of Transportation Planning; Regional Water Quality Control Board, Region 3

Date Received 02/18/2003 **Start of Review** 02/18/2003 **End of Review** 03/19/2003

Note: Blanks in data fields result from insufficient information provided by lead agency.

Resources Agency

- [ ] **Resources Agency**
  Nadell Gayou
- [ ] **Dept. of Boating & Waterways**
  Suzi Betzler
- [ ] **California Coastal Commission**
  Elizabeth A. Fuchs
- [ ] **Dept. of Conservation**
  Roseanne Taylor
- [ ] **Dept. of Forestry & Fire Protection**
  Allen Robertson
- [ ] **Office of Historic Preservation**
  Hans Kreutzberg
- [ ] **Dept of Parks & Recreation**
  B. Noah Tilghman
  Environmental Stewardship Section
- [ ] **Reclamation Board**
  Pam Bruner
- [ ] **S.F. Bay Conservation & Dev't. Comm.**
  Steve McAdam
- [ ] **Dept. of Water Resources**
  Resources Agency
  Nadell Gayou

Health & Welfare

- [ ] **Health & Welfare**
  Wayne Hubbard
  Dept. of Health/Drinking Water

Food & Agriculture

- [ ] **Food & Agriculture**
  Steve Shaffer
  Dept. of Food and Agriculture

Fish and Game

- [ ] **Dept. of Fish & Game**
  Scott Flint
  Environmental Services Division
- [ ] **Dept. of Fish & Game 1**
  Donald Koch
  Region 1
- [ ] **Dept. of Fish & Game 2**
  Banky Curtis
  Region 2
- [ ] **Dept. of Fish & Game 3**
  Robert Floerke
  Region 3
- [ ] **Dept. of Fish & Game 4**
  William Laudermilk
  Region 4
- [ ] **Dept. of Fish & Game 5**
  Don Chadwick
  Region 5, Habitat Conservation Program
- [ ] **Dept. of Fish & Game 6**
  Gabrina Gatchel
  Region 6, Habitat Conservation Program
- [ ] **Dept. of Fish & Game 6 I/M**
  Tammy Allen
  Region 6, Inyo/Mono, Habitat Conservation Program
- [ ] **Dept. of Fish & Game M**
  Tom Napoli
  Marine Region

Independent Commissions

- [ ] **California Energy Commission**
  Environmental Office
- [ ] **Native American Heritage Comm.**
  Debbie Treadway
- [ ] **Public Utilities Commission**
  Ken Lewis
- [ ] **State Lands Commission**
  Betty Silva
- [ ] **Governor's Office of Planning & Research**
  State Clearinghouse Planner
- [ ] **Colorado River Board**
  Gerald R. Zimmerman
- [ ] **Tahoe Regional Planning Agency (TRPA)**
  Lyn Barnett
- [ ] **Office of Emergency Services**
  John Rowden, Manager
- [ ] **Delta Protection Commission**
  Debby Eddy
- [ ] **Santa Monica Mountains Conservancy**
  Paul Edelman

Dept. of Transportation

- [ ] **Dept. of Transportation 1**
  Mike Eagan
  District 1
- [ ] **Dept. of Transportation 2**
  Don Anderson
  District 2
- [ ] **Dept. of Transportation 3**
  Jeff Pulverman
  District 3
- [ ] **Dept. of Transportation 4**
  Tim Sable
  District 4
- [ ] **Dept. of Transportation 5**
  David Murray
  District 5
- [ ] **Dept. of Transportation 6**
  Marc Bimbaum
  District 6
- [ ] **Dept. of Transportation 7**
  Stephen J. Buswell
  District 7
- [ ] **Dept. of Transportation 8**
  Linda Grimes,
  District 8
- [ ] **Dept. of Transportation 9**
  Gayle Rosander

  District 9
- [ ] **Dept. of Transportation 10**
  Tom Dumas
  District 10
- [ ] **Dept. of Transportation 11**
  Bill Figge
  District 11
- [ ] **Dept. of Transportation 12**
  Bob Joseph
  District 12

Business, Trans & Housing

- [ ] **Housing & Community Development**
  Cathy Creswell
  Housing Policy Division
- [ ] **Caltrans - Division of Aeronautics**
  Sandy Hesnard
- [ ] **California Highway Patrol**
  Lt. Julie Page
  Office of Special Projects
- [ ] **Dept. of Transportation**
  Ron Helgeson
  Caltrans - Planning
- [ ] **Dept. of General Services**
  Robert Sleppy
  Environmental Services Section

Air Resources Board

- [ ] Airport Projects
  Jim Lerner
- [ ] Transportation Projects
  Kurt Karperos
- [ ] Industrial Projects
  Mike Tollstrup

- [ ] **California Integrated Waste Management Board**
  Sue O'Leary
- [ ] **State Water Resources Control Board**
  Diane Edwards
  Division of Clean Water Programs
- [ ] **State Water Resources Control Board**
  Student Intern, 401 Water Quality Certification Unit
  Division of Water Quality
- [ ] **State Water Resouces Control Board**
  Mike Falkenstein
  Division of Water Rights
- [ ] **Dept. of Toxic Substances Control**
  CEQA Tracking Center

Regional Water Quality Control Board (RWQCB)

- [ ] **RWQCB 1**
  Cathleen Hudson
  North Coast Region (1)
- [ ] **RWQCB 2**
  Environmental Document Coordinator
  San Francisco Bay Region (2)
- [ ] **RWQCB 3**
  Central Coast Region (3)
- [ ] **RWQCB 4**
  Jonathan Bishop
  Los Angeles Region (4)
- [ ] **RWQCB 5S**
  Central Valley Region (5)
  - [ ] **RWQCB 5F**
    Central Valley Region (5)
    Fresno Branch Office
  - [ ] **RWQCB 5R**
    Central Valley Region (5)
    Redding Branch Office
- [ ] **RWQCB 6**
  Lahontan Region (6)
  - [ ] **RWQCB 6V**
    Lahontan Region (6)
    Victorville Branch Office
- [ ] **RWQCB 7**
  Colorado River Basin Region (7)
- [ ] **RWQCB 8**
  Santa Ana Region (8)
- [ ] **RWQCB 9**
  San Diego Region (9)

Federal Emergency Management Agency

Region IX
1111 Broadway Street, Suite 1200
Oakland, CA 94607-4052

February 21, 2003

Pam Ricci, Associate Planner
City of San Luis Obispo
Community Development Department
990 Palm Street
San Luis Obispo, CA 93403-8100

Dear: Ms. Ricci

This letter is in reply to the Notice of Preparation of an Environmental Impact Report for the Dalidio/San Luis Marketplace Annexation and Development Project.

As San Luis Obispo participates in the National Flood Insurance Program (NFIP), any development within the city must comply with the requirements of your Flood Damage Prevention Ordinance. The ordinance regulates development within the high risk Special Flood Hazard Area (SFHA) and meets the minimum Federal requirements established in Volume 44, Code of Federal Regulations (44CFR). The SFHA is shown on the Flood Insurance Rate Maps (FIRM), which you have on file in the city's Engineering Department.

Development is defined as, "any man-made change to improved or unimproved real estate, including but not limited to dredging, filling, grading, paving, excavation, or drilling operations or storage of equipment or materials." (44CFR, § 59)

The proposed project's Area of Potential Effect must be reviewed determine if any part of it is in an SFHA, as shown on the current FIRM. In addition, because this project may involve land annexed from the unincorporated lands of the County of San Luis Obispo, you must review the county's FIRM's in order to identify SFHA's that would not be shown on the city's maps.

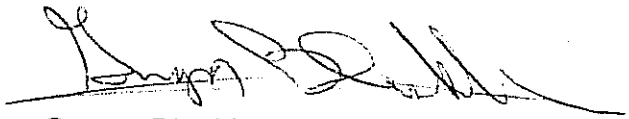
If any part of the proposed project is located within a delineated regulatory floodway, a hydraulic analysis must show that the project will not produce any rise to the existing Base Flood Elevation (BFE).

If the project results in a rise to the BFE, the requirements for revising the FIRM must be implemented (44CFR § 65.12). These regulations include obtaining a Conditional Letter of Map Revision (CLOMR) from FEMA prior to the start of any development that will cause any rise within a floodway or that will alter or relocate the watercourse. A request for a final Letter of Map Revision (LOMR) must be submitted within six months of the project's completion.

If you would like to coordinate on any issue related to the CLOMR/LOMR process please contact Mr. Les Sakumoto, at this office (510) 627-7183, or call the FEMA Map Service Center at 1-877-FEMA-MAP.

If you have any questions about construction requirements or provisions implementing the NFIP, or if I can be of further assistance you may reach me by telephone at (510) 627-7186, or by e-mail at gregor.blackburn@fema.gov.

Sincerely,



Gregor Blackburn, CFM
Natural Hazards Program Specialist
National Flood Insurance Program

cc: Mr. Richard Daulton, Project Mgr.
Rincon Consultants, Inc.
1530 Monterey Street, Suite D
San Luis Obispo, CA 93401

DEPARTMENT OF THE ARMY
LOS ANGELES DISTRICT, CORPS OF ENGINEERS
VENTURA FIELD OFFICE
2151 ALESSANDRO DRIVE, SUITE 110
VENTURA, CALIFORNIA 93001

REPLY TO
ATTENTION OF:

February 19, 2003

Office of the Chief
Regulatory Branch

City of San Luis Obispo
Community Development Department
990 Palm Street
San Luis Obispo, California 93403-8100

Attention: Pam Ricci

Dear Ms. Ricci:

It has come to our attention that you plan to develop a parcel of land adjacent to Prefumo and San Luis Obispo Creeks in the city and county of San Luis Obispo, California. This activity may require a U.S. Army Corps of Engineers permit. Unfortunately, due to our heavy permit workload we are unable to provide detailed comments at this time.

A Corps of Engineers permit is required for the discharge of dredged or fill material into, including any redeposit of dredged material within, "waters of the United States" and adjacent wetlands pursuant to Section 404 of the Clean Water Act of 1972. Examples include, but are not limited to,

1. creating fills for residential or commercial development, placing bank protection, temporary or permanent stockpiling of excavated material, building road crossings, backfilling for utility line crossings and constructing outfall structures, dams, levees, groins, weirs, or other structures;

2. mechanized landclearing, grading which involves filling low areas or land leveling, ditching, channelizing and other excavation activities that would have the effect of destroying or degrading waters of the United States;

3. allowing runoff or overflow from a contained land or water disposal area to re-enter a water of the United States;

4. placing pilings when such placement has or would have the effect of a discharge of fill material.

If you have any questions, please contact me at (805) 585-2151. Please refer to this letter and 200300577-MWV in your reply.

Sincerely,

Matthew Vandersande

Matthew Vandersande
Project Manager

Enclosure

Instructions for Preparing a
Department of the Army Permit Application

Blocks 1 through 4. To be completed by Corps of Engineers.

Block 5. Applicant's Name. Enter the name of the responsible party or parties. If the responsible party is an agency, company, corporation or other organization, indicate the responsible officer and title. If more than one party is associated with the application, please attach a sheet with the necessary information marked **Block 5.**

Block 6. Address of Applicant. Please provide the full address of the party or parties responsible for the application. If more space is needed, attach an extra sheet of paper marked Block 6.

Block 7. Applicant Telephone Number(s). Please provide the number where you can usually be reached during normal business hours.

Blocks 8 through 11. To be completed if you choose to have an agent.

Block 8. Authorized Agent's Name and Title. Indicate name of individual or agency, designated by you, to represent you in this process. An agent can be an attorney, builder, contractor, engineer or any other person or organization. Note: An agent is not required.

Blocks 9 and 10. Agent's Address and Telephone Number. Please provide the complete mailing address of the agent, along with the telephone number where he/she can be reached during normal business hours.

Block 11. Statement of Authorization. To be completed by applicant if an agent is to be employed.

Block 12. Proposed Project Name or Title. Please provide name identifying the proposed project (i.e., Landmark Plaza, Burned Hills Subdivision or Edsall Commercial Center).

Block 13. Name of Waterbody. Please provide the name of any stream, lake, marsh or other waterway to be directly impacted by the activity. If it is a minor (no name) stream, identify the waterbody the minor stream enters.

Block 14. Proposed Project Street Address. If the proposed project is located at a site having a street address (not a box number), please enter here.

Block 15. Location of Proposed Project. Enter the county and state where the proposed project is located. If more space is required, please attach a sheet with the necessary information marked Block 15.

Block 16. Other Location Descriptions. If available, provide the Section, Township and Range of the site and/or the latitude and longitude. You may also provide description of the proposed project location, such as lot numbers, tract numbers or you may choose to locate the proposed project site from a known point (such as the right descending bank of Smith Creek, one mile down from the Highway 14 bridge). If a large river or stream, include the river mile of the proposed project site if known.

Block 17. Directions to the Site. Provide directions to the site from a known location or landmark. Include highway and street numbers as well as names. Also provide distances from known locations and any other information that would assist in locating the site.

Block 18. Nature of Activity. Describe the overall activity or project. Give appropriate dimensions of structures such as wingwalls, dikes (identify the materials to be used in construction, as well as the methods by which the work is to be done), or excavations (length, width, and height). Indicate whether discharge of dredged or fill material is involved. Also, identify any structure to be constructed on a fill, piles or float supported platforms.

The written descriptions and illustrations are an important part of the application. Please describe, in detail, what you wish to do. If more space is needed, attach an extra sheet of paper marked **Block 18.**

Block 19. Proposed Project Purpose. Describe the purpose and need for the proposed project. What will it be used for and why? Also include a brief description of any related activities to be developed as the result of the proposed project. Give the approximate dates you plan to both begin and complete all work.

Block 20. Reason(s) for Discharge. If the activity involves the discharge of dredged and/or fill material into a wetland or other waterbody, including the temporary placement of material, explain the specific purpose of the placement of the material (such as erosion control).

Block 21. Type(s) of Material Being Discharged and the Amount of Each Type in Cubic Yards. Describe the material to be discharged and amount of each material to be discharged within Corps jurisdiction. Please be sure this description will agree with your illustrations. Discharge material includes: rock, sand, clay, concrete, etc.

Block 22. Surface Areas of Wetlands or Other Waters Filled. Describe the area to be filled at each location. Specifically identify the surface areas, or part thereof, to be filled. Also include the means by which the discharge is to be done (backhoe, dragline, etc.). If dredged material is to be discharged on an upland site, identify the site and the steps to be taken (if necessary) to prevent runoff from the dredged material back into a waterbody. If more space is needed, attach an extra sheet of paper marked **Block 22.**

Block 23. Is Any Portion of the Work Already Complete? Provide any background on any part of the proposed project already completed. Describe the area already developed, structures completed, any dredged or fill material already discharged, the type of material, volume in cubic yards, acres filled, if a wetland or other waterbody (in acres or square feet). If the work was done under an existing Corps permit, identify the authorization if possible.

Block 24. Names and Addresses of Adjoining Property Owners, Lessees, etc., Whose Property Adjoins the Project Site. List complete names and full mailing addresses of the adjacent property owners (public and private) lessees, etc., whose property adjoins the waterbody or aquatic site where the work is being proposed so that they may be notified of the proposed activity (usually by public notice). If more space is needed, attach an extra sheet of paper marked Block 24.

Information regarding adjacent landowners is usually available through the office of the tax assessor in the county of counties where the project is to be developed.

Block 25. Information about Approvals or Denials by Other Agencies. You may need the approval of other Federal, state or local agencies for your project. Identify any applications you have submitted and the status, if any (approved or denied) of each application. You need not have obtained all other permits before applying for a Corps permit.

Block 26. Signature of Applicant or Agent. The application must be signed by the owner or other authorized party (agent) . This signature shall be an affirmation that the party applying for the permit possesses the requisite property rights to undertake the activity applied for (including compliance with special conditions, mitigation, etc.).

DRAWINGS AND ILLUSTRATIONS

General Information.

Three types of illustrations are needed to properly depict the work to be undertaken. These illustrations or drawings are identified as a **Vicinity Map**, a **Plan View** or a **Typical Cross-Section Map**. Identify each illustration with a figure or attachment number.

Please submit one original, or good quality copy, of all drawings on 8 1/2x11 inch plain white paper (tracing paper or film may be substituted). Use the fewest number of sheets necessary for your drawings or illustrations.

Each illustration should identify the project, the applicant, and the type of illustration (vicinity map, plan view or cross-section) . **While illustrations need not be professional (many small, private project illustrations are prepared by hand), they should be clear, accurate and contain all necessary information.**

APPLICATION FOR DEPARTMENT OF THE ARMY PERMIT
(33 CFR 325)

OMB APPROVAL NO. 0710-0003
Expires December 31, 2004

PRIVACY ACT STATEMENT

Authorities: Rivers and Harbors Act, Section 10, 33 USC 403; Clean Water Act, Section 404, 33 USC 1344; Marine Protection , Research and Sanctuaries Act, 33 USC 1413, Section 103. Principal Purpose: Information provided on this form will be used in evaluating the application for a permit. Routine Uses: This information may be shared with the Department of Justice and other federal, state, and local government agencies. Submission of requested information is voluntary, however, if information is not provided the permit application cannot be evaluated nor can a permit be issued.

One set of original drawings or good reproducible copies which show the location and character of the proposed activity must be attached to this application (see sample drawings and instructions) and be submitted to the District Engineer having jurisdiction over the location of the proposed activity. An application that is not completed in full will be returned.

(ITEMS 1 THRU 4 TO BE FILLED BY THE CORPS)

1. APPLICATION NO.	2. FIELD OFFICE CODE	3. DATE RECEIVED	4. DATE APPLICATION COMPLETED

(ITEMS BELOW TO BE FILLED BY APPLICANT)

5. APPLICANT'S NAME	8. AUTHORIZED AGENT'S NAME AND TITLE *(an agent is not required)*
6. APPLICANT'S ADDRESS	9. AGENT'S ADDRESS
7. APPLICANT'S PHONE NOS. W/AREA CODE a. Residence b. Business	10. AGENT'S PHONE NOS. W/AREA CODE a. Residence b. Business

11. STATEMENT OF AUTHORIZATION

I hereby authorize, _____ to act in my behalf as my agent in the processing of this application and to furnish, upon request, supplemental information in support of this permit application.

APPLICANT'S SIGNATURE DATE

NAME, LOCATION AND DESCRIPTION OF PROJECT OR ACTIVITY

12. PROJECT NAME OR TITLE *(see instructions)*

13. NAME OF WATERBODY, IF KNOWN *(if applicable)*	14. PROJECT STREET ADDRESS *(if applicable)*
15. LOCATION OF PROJECT COUNTY STATE	

16. OTHER LOCATION DESCRIPTIONS, IF KNOWN, *(see instructions)*

17. DIRECTIONS TO THE SITE

18. Nature of Activity *(Description of project, include all features)*

19. Project Purpose *(Describe the reason or purpose of the project, see instructions)*

USE BLOCKS 20-22 IF DREDGED AND/OR FILL MATERIAL IS TO BE DISCHARGED

20. Reason(s) for Discharge

21. Type(s) of Material Being Discharged and the Amount of Each Type in Cubic Yards

22. Surface Area in Acres of Wetlands or Other Waters Filled *(see instructions)*

23. Is Any Portion of the Work Already Complete? Yes ____ No ____ IF YES, DESCRIBE THE COMPLETED WORK

24. Addresses of Adjoining Property Owners, Lessees, Etc., Whose Property Adjoins the Waterbody (If more than can be entered here, please attach a supplemental list).

25. List of Other Certifications or Approvals/Denials Received from other Federal, State or Local Agencies for Work Described in This Application.

AGENCY	TYPE APPROVAL*	IDENTIFICATION NUMBER	DATE APPLIED	DATE APPROVED	DATE DENIED

*Would include but is not restricted to zoning, building and flood plain permits

26. Application is hereby made for a permit or permits to authorize the work described in this application. I certify that the information in this application is complete and accurate. I further certify that I possess the authority to undertake the work described herein or am acting as the duly authorized agent of the applicant.

SIGNATURE OF APPLICANT	DATE	SIGNATURE OF AGENT	DATE

The application must be signed by the person who desires to undertake the proposed activity (applicant) or it may be signed by a duly authorized agent if the statement in block 11 has been filled out and signed.

18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up any trick, scheme, or disguises a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious or fraudulent statements or entry, shall be fined not more than $10,000 or imprisoned not more than five years or both.

DEPARTMENT OF TRANSPORTATION
50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
TELEPHONE (805) 549-3111
TDD (805) 549-3259
http://www.dot.ca.gov/dist05

Flex your power!
Be energy efficient!

March 10, 2003

SLO- 101 PM 26.0
Dalidio/San Luis Marketplace and Development Project
NOP for the EIR

Ms. Pam Ricci, Associate Planner
City of San Luis Obispo
Community Development Department
990 Palm Street
San Luis Obispo, CA. 93401

CITY OF SAN LUIS OBISPO
MAR 1 2 2003
COMMUNITY DEVELOPMENT

Dear Ms Ricci;

The California Department of Transportation (Department) Staff has reviewed the above referenced document and as a result, the following comments were generated.

The Department reviews federal, State, and local agency development projects and land use change proposals for their potential impact to State highway facilities. In order to implement a standard methodology for gauging the impacts of development's traffic impacts to the State transportation system, Development Review recommends that the Lead Agency utilize the *Caltrans Guide for the Preparation of Traffic Impact Studies (TIS)* guidelines for analyzing impacts on the State highway system and suggests the same for local street impact analysis. A major objective of the Guidelines is to provide the Lead Agencies with the information necessary to make informed decisions regarding the existing and proposed transportation infrastructure. Please see the attached current TIS Guidelines.

In order to provide the Lead Agency with the necessary information regarding the nexus between the existing and proposed transportation infrastructure and the Dalidio/San Luis Marketplace Development, the Department recommends that a traffic impact study be included in the EIR, with current traffic counts for (AM/PM & Saturday peak hour) at the following intersection locations.

- LOVR & South Higuera
- LOVR & North Bound 101 Ramps

- LOVR & South Bound 101 Ramps/Calle Joaquin
- LOVR & Calle Joaquin
- LOVR & Auto Parkway
- LOVR & Froom Ranch
- LOVR & Garcia Drive
- LOVR and Madonna Road
- Madonna Road & Oceanaire Drive
- Madonna Road & Dalidio Drive
- Madonna Road & El Mercado
- Madonna Road & all driveways between Dalidio & Route 101 south bound ramps
- Madonna Road & Route 101 SB ramps
- Madonna Road & Route 101 NB ramps
- Madonna Road & South Higuera Street
- South Higuera Street and South Street

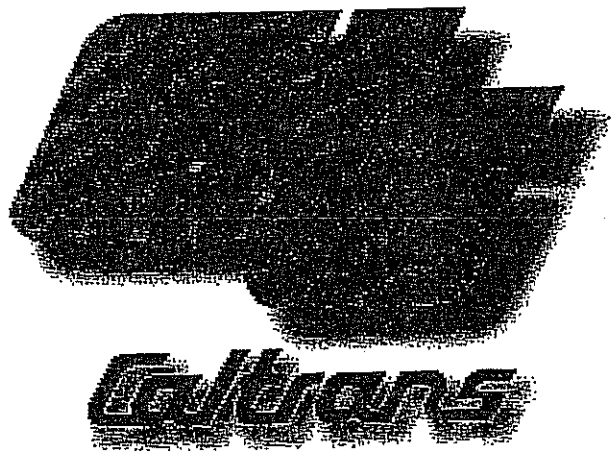
The traffic counts at the above referenced local street and State facility intersection locations will provide information that will establish the nexus between the Dalidio Project and the new Prado Road Interchange. The traffic data will also be of value for the Purpose and Need Statement for the Prado Road/101 Interchange Environmental Document currently underway.

I hope this gives you an understanding of the Department's concerns regarding this project. If you have any questions please call me at 549-3683.

Sincerely,

James Kilmer
District 5
Development Review

cc: File, D. Murray, R. Barnes, T. Houston



GUIDE FOR THE PREPARATION

OF

TRAFFIC IMPACT STUDIES

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

December 2002

PREFACE

The California Department of Transportation (Caltrans) has developed this "Guide for the Preparation of Traffic Impact Studies" in response to a survey of cities and counties in California. The purpose of that survey was to improve the Caltrans local development review process (also known as the Intergovernmental Review/California Environmental Quality Act or IGR/CEQA process). The survey indicated that approximately 30 percent of the respondents were not aware of what Caltrans required in a traffic impact study (TIS).

In the early 1990s, the Caltrans District 6 office located in Fresno identified a need to provide better quality and consistency in the analysis of traffic impacts generated by local development and land use change proposals that effect State highway facilities. At that time, District 6 brought together both public and private sector expertise to develop a traffic impact study guide. The District 6 guide has proven to be successful at promoting consistency and uniformity in the identification and analysis of traffic impacts generated by local development and land use changes.

The guide developed in Fresno was adapted for statewide use by a team of Headquarters and district staff. The guide will provide consistent guidance for Caltrans staff who review local development and land use change proposals as well as inform local agencies of the information needed for Caltrans to analyze the traffic impacts to State highway facilities. The guide will also benefit local agencies and the development community by providing more expeditious review of local development proposals.

Even though sound planning and engineering practices were used to adapt the Fresno TIS guide, it is anticipated that changes will occur over time as new technologies and more efficient practices become available. To facilitate these changes, Caltrans encourages all those who use this guide to contact their nearest district office (i.e., IGR/CEQA Coordinator) to coordinate any changes with the development team.

ACKNOWLEDGEMENTS

The District 6 traffic impact study guide provided the impetus and a starting point for developing the statewide guide. Special thanks is given to Marc Birnbaum for recognizing the need for a TIS guide and for his valued experience and vast knowledge of land use planning to significantly enhance the effort to adapt the District 6 guide for statewide use. Randy Treece from District 6 provided many hours of coordination, research and development of the original guide and should be commended for his diligent efforts. Sharri Bender Ehlert of District 6 provided much of the technical expertise in the adaptation of the District 6 guide and her efforts are greatly appreciated.

A special thanks is also given to all those Cities, Counties, Regional Agencies, Congestion Management Agencies, Consultants, and Caltrans Employees who reviewed the guide and provided input during the development of this Guide for the Preparation of Traffic Impact Studies.

TABLE OF CONTENTS

I. INTRODUCTION

Caltrans desires to provide a safe and efficient State transportation system for the citizens of California pursuant to various Sections of the California Streets and Highway Code. This is done in partnership with local and regional agencies through procedures established by the California Environmental Quality Act (CEQA) and other land use planning processes. The intent of this guide is to provide a starting point and a consistent basis in which Caltrans evaluates traffic impacts to State highway facilities. The applicability of this guide for local streets and roads (non-State highways) is at the discretion of the effected jurisdiction.

Caltrans reviews federal, State, and local agency development projects[1], and land use change proposals for their potential impact to State highway facilities. The primary objectives of this guide is to provide:

- guidance in determining if and when a traffic impact study (TIS) is needed,
- consistency and uniformity in the identification of traffic impacts generated by local land use proposals,
- consistency and equity in the identification of measures to mitigate the traffic impacts generated by land use proposals,
- lead agency[2] officials with the information necessary to make informed decisions regarding the existing and proposed transportation infrastructure (see Appendix A, Minimum Contents of a TIS)
- TIS requirements early in the planning phase of a project (i.e., initial study, notice of preparation, or earlier) to eliminate potential delays later,
- a quality TIS by agreeing to the assumptions, data requirements, study scenarios, and analysis methodologies prior to beginning the TIS, and
- early coordination during the planning phases of a project to reduce the time and cost of preparing a TIS.

II. WHEN A TRAFFIC IMPACT STUDY IS NEEDED

The level of service[3] (LOS) for operating State highway facilities is based upon measures of effectiveness (MOEs). These MOEs (see Appendix "C-2") describe the measures best suited for analyzing State highway facilities (i.e., freeway segments, signalized intersections, on- or off-ramps, etc.). Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" (see Appendix "C-3") on State highway facilities, however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. If an existing State highway facility is operating at less than the appropriate target LOS, the existing MOE should be maintained.

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[1] "Project" refers to activities directly undertaken by government, financed by government, or requiring a permit or other approval from government as defined in Section 21065 of the Public Resources Code and Section 15378 of the California Code of Regulations.

[2] "Lead Agency" refers to the public agency that has the principal responsibility for carrying out or approving a project. Defined in Section 21165 of the Public Resources Code, the "California Environmental Quality Act, and Section 15367 of the California Code of Regulations.

[3] "Level of service" as defined in the latest edition of the Highway Capacity Manual, Transportation Research Board, National Research Council.

A. Trip Generation Thresholds

The following criterion is a starting point in determining when a TIS is needed. When a project:

1. Generates over 100 peak hour trips assigned to a State highway facility
2. Generates 50 to 100 peak hour trips assigned to a State highway facility – and, affected State highway facilities are experiencing noticeable delay; approaching unstable traffic flow conditions (LOS "C" or "D").
3. Generates 1 to 49 peak hour trips assigned to a State highway facility – the following are examples that may require a full TIS or some lesser analysis[4]:
   a. Affected State highway facilities experiencing significant delay; unstable or forced traffic flow conditions (LOS "E" or "F").
   b. The potential risk for a traffic incident is significantly increased (i.e., congestion related collisions, non-standard sight distance considerations, increase in traffic conflict points, etc.).
   c. Change in local circulation networks that impact a State highway facility (i.e., direct access to State highway facility, a non-standard highway geometric design, etc.).

Note: A traffic study may be as simple as providing a traffic count to as complex as a microscopic simulation. The appropriate level of study is determined by the particulars of a project, the prevailing highway conditions, and the forecasted traffic.

B. Exceptions

Exceptions require consultation between the lead agency, Caltrans, and those preparing the TIS. When a project's traffic impact to a State highway facility can clearly be anticipated without a study and all the parties involved (lead agency, developer, and the Caltrans district office) are able to negotiate appropriate mitigation, a TIS may not be necessary.

C. Updating An Existing Traffic Impact Study

A TIS requires updating when the amount or character of traffic is significantly different from an earlier study. Generally a TIS requires updating every two years. A TIS may require updating sooner in rapidly developing areas and not as often in slower developing areas. In these cases, consultation with Caltrans is strongly recommended.

III. SCOPE OF TRAFFIC IMPACT STUDY

Consultation between the lead agency, Caltrans, and those preparing the TIS is recommended before commencing work on the study to establish the appropriate scope. At a minimum, the TIS should include the following:

A. Boundaries of the Traffic Impact Study

All State highway facilities impacted in accordance with the criteria in Section II should be studied. Traffic impacts to local streets and roads can impact intersections with State highway facilities. In these cases, the TIS should include an analysis of adjacent local facilities, upstream and downstream, of the intersection (i.e., driveways, intersections, and interchanges) with the State highway.

[4] A "lesser analysis" may include obtaining traffic counts, preparing signal warrants, or a focused TIS, etc.

B. Traffic Analysis Scenarios

Caltrans is interested in the effects of general plan updates and amendments as well as the effects of specific project entitlements (i.e., site plans, conditional use permits, sub-divisions, rezoning, etc.) that have the potential to impact a State highway facility. The complexity or magnitude of the impacts of a project will normally dictate the scenarios necessary to analyze the project. Consultation between the lead agency, Caltrans, and those preparing the TIS is recommended to determine the appropriate scenarios for the analysis. The following scenarios should be addressed in the TIS when appropriate:

1. When only a general plan amendment or update is being sought, the following scenarios are required:
   a) Existing Conditions - Current year traffic volumes and peak hour LOS analysis of effected State highway facilities.
   b) Proposed Project Only with Select Zone[5] Analysis - Trip generation and assignment for build-out of general plan.
   c) General Plan Build-out Only - Trip assignment and peak hour LOS analysis. Include current land uses and other pending general plan amendments.
   d) General Plan Build-out Plus Proposed Project - Trip assignment and peak hour LOS analysis. Include proposed project and other pending general plan amendments.

2. When a general plan amendment is not proposed and a proposed project is seeking specific entitlements (i.e., site plans, conditional use permits, sub-division, rezoning, etc.), the following scenarios must be analyzed in the TIS:
   a) Existing Conditions - Current year traffic volumes and peak hour LOS analysis of effected State highway facilities.
   b) Proposed Project Only - Trip generation, distribution, and assignment in the year the project is anticipated to complete construction.
   c) Cumulative Conditions (Existing Conditions Plus Other Approved and Pending Projects Without Proposed Project) - Trip assignment and peak hour LOS analysis in the year the project is anticipated to complete construction.
   d) Cumulative Conditions Plus Proposed Project (Existing Conditions Plus Other Approved and Pending Projects Plus Proposed Project) - Trip assignment and peak hour LOS analysis in the year the project is anticipated to complete construction.
   e) Cumulative Conditions Plus Proposed Phases (Interim Years) - Trip assignment and peak hour LOS analysis in the years the project phases are anticipated to complete construction.
3. In cases where the circulation element of the general plan is not consistent with the land use element or the general plan is outdated and not representative of current or future forecasted conditions, all scenarios from Sections III. B. 1. and 2. should be utilized with the exception of duplicating of item 2.a.

[5] "Select zone" analysis represents a project only traffic model run, where the project's trips are distributed and assigned along a loaded highway network. This procedure isolates the specific impact on the State highway network.

IV. TRAFFIC DATA

Prior to any fieldwork, consultation between the lead agency, Caltrans, and those preparing the TIS is recommended to reach consensus on the data and assumptions necessary for the study. The following elements are a starting point in that consideration.

A. Trip Generation

The latest edition of the Institute of Transportation Engineers' (ITE) TRIP GENERATION report should be used for trip generation forecasts. Local trip generation rates are also acceptable if appropriate validation is provided to support them.

1. Trip Generation Rates – When the land use has a limited number of studies to support the trip generation rates or when the Coefficient of Determination (R^2) is below 0.75, consultation between the lead agency, Caltrans and those preparing the TIS is recommended.
2. Pass-by Trips[6] – Pass-by trips are only considered for retail oriented development. Reductions greater than 15% requires consultation and acceptance by Caltrans. The justification for exceeding a 15% reduction should be discussed in the TIS.
3. Captured Trips[7] – Captured trip reductions greater than 5% requires consultation and acceptance by Caltrans. The justification for exceeding a 5% reduction should be discussed in the TIS.
4. Transportation Demand Management (TDM) – Consultation between the lead agency and Caltrans is essential before applying trip reduction for TDM strategies.

NOTE: Reasonable reductions to trip generation rates are considered when adjacent State highway volumes are sufficient (at least 5000 ADT) to support reductions for the land use.

B. Traffic Counts

Prior to field traffic counts, consultation between the lead agency, Caltrans and those preparing the TIS is recommended to determine the level of detail (e.g., location, signal timing, travel speeds, turning movements, etc.) required at each traffic count site. All State highway facilities within the boundaries of the TIS should be considered. Common rules for counting vehicular traffic include but are not limited to:

1. Vehicle counts should be conducted on Tuesdays, Wednesdays, or Thursdays during weeks not containing a holiday and conducted in favorable weather conditions.
2. Vehicle counts should be conducted during the appropriate peak hours (see peak hour discussion below).
3. Seasonal and weekend variations in traffic should also be considered where appropriate (i.e., recreational routes, tourist attractions, harvest season, etc.).

C. Peak Hours

To eliminate unnecessary analysis, consultation between the lead agency, Caltrans and those preparing the TIS is recommended during the early planning stages of a project. In general, the TIS should include a morning (a.m.) and an evening (p.m.) peak hour analyses. Other peak hours (e.g., 11:30 a.m. to 1:30 p.m., weekend, holidays, etc.) may also be required to determine the significance of the traffic impacts generated by a project.

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[6] "Pass-by" trips are made as intermediate stops between an origin and a primary trip destination (i.e., home to work, home to shopping, etc.).

[7] "Captured Trips" are trips that do not enter or leave the driveways of a project's boundary within a mixed-use development.

D. **Travel Forecasting (Transportation Modeling)**

The local or regional traffic model should reflect the most current land use and planned improvements (i.e., where programming or funding is secured). When a general plan build-out model is not available, the closest forecast model year to build-out should be used. If a traffic model is not available, historical growth rates and current trends can be used to project future traffic volumes. The TIS should clearly describe any changes made in the model to accommodate the analysis of a proposed project.

V. TRAFFIC IMPACT ANALYSIS METHODOLOGIES

Typically, the traffic analysis methodologies for the facility types indicated below are used by Caltrans and will be accepted without prior consultation. When a State highway has saturated flows, the use of a micro-simulation model is encouraged for the analysis (please note however, the micro-simulation model must be calibrated and validated for reliable results). Other analysis methods may be accepted, however, consultation between the lead agency, Caltrans and those preparing the TIS is recommended to agree on the data necessary for the analysis.

A. Freeway Segments – Highway Capacity Manual (HCM)*, operational analysis
B. Weaving Areas – Caltrans Highway Design Manual (HDM)
C. Ramps and Ramp Junctions – HCM*, operational analysis or Caltrans HDM, Caltrans Ramp Metering Guidelines (most recent edition)
D. Multi-Lane Highways – HCM*, operational analysis
E. Two-lane Highways – HCM*, operational analysis
F. Signalized Intersections[8] – HCM*, Highway Capacity Software**, operational analysis, TRAFFIX™**, Synchro**, see footnote 8
G. Unsignalized Intersections – HCM*, operational analysis, Caltrans Traffic Manual for signal warrants if a signal is being considered
H. Transit – HCM*, operational analysis
I. Pedestrians – HCM*
J. Bicycles – HCM*
K. Caltrans Criteria/Warrants – Caltrans Traffic Manual (stop signs, traffic signals, freeway lighting, conventional highway lighting, school crossings)
L. Channelization – Caltrans guidelines for Reconstruction of Intersections, August 1985, Ichiro Fukutome

*The most current edition of the Highway Capacity Manual, Transportation Research Board, National Research Council, should be used.

**NOTE: Caltrans does not officially advocate the use of any special software. However, consistency with the HCM is advocated in most but not all cases. The Caltrans local development review units utilize the software mentioned above. If different software or analytical techniques are used for the TIS then consultation between the lead agency, Caltrans and those preparing the TIS is recommended. Results that are significantly different than those produced with the analytical techniques above should be challenged.

[8] The procedures in the Highway Capacity Manual "do not explicitly address operations of closely spaced signalized intersections. Under such conditions, several unique characteristics must be considered, including spill-back potential from the downstream intersection to the upstream intersection, effects of downstream queues on upstream saturation flow rate, and unusual platoon dispersion or compression between intersections. An example of such closely spaced operations is signalized ramp terminals at urban interchanges. Queue interactions between closely spaced intersections may seriously distort the procedures in" the HCM.

VI. MITIGATION MEASURES

The TIS should provide the nexus [Nollan v. California Coastal Commission, 1987, 483 U.S. 825 (108 S.Ct. 314)] between a project and the traffic impacts to State highway facilities. The TIS should also establish the rough proportionality [Dolan v. City of Tigard, 1994, 512 U.S. 374 (114 S. Ct. 2309)] between the mitigation measures and the traffic impacts. One method for establishing the rough proportionality or a project proponent's equitable responsibility for a project's impacts is provided in Appendix "B." Consultation between the lead agency, Caltrans and those preparing the TIS is recommended to reach consensus on the mitigation measures and who will be responsible.

Mitigation measures must be included in the traffic impact analysis. This determines if a project's impacts can be eliminated or reduced to a level of insignificance. Eliminating or reducing impacts to a level of insignificance is the standard pursuant to CEQA and the National Environmental Policy Act (NEPA). The lead agency is responsible for administering the CEQA review process and has the principal authority for approving a local development proposal or land use change. Caltrans, as a responsible agency, is responsible for reviewing the TIS for errors and omissions that pertain to State highway facilities. However, the authority vested in the lead agency under CEQA does not take precedence over other authorities in law.

If the mitigation measures require work in the State highway right-of-way an encroachment permit from Caltrans will be required. This work will also be subject to Caltrans standards and specifications. Consultation between the lead agency, Caltrans and those preparing the TIS early in the planning process is strongly recommended to expedite the review of local development proposals and to reduce conflicts and misunderstandings in both the local agency CEQA review process as well as the Caltrans encroachment permit process.

APPENDIX "A"

MINIMUM CONTENTS

OF A

TRAFFIC IMPACT STUDY

MINIMUM CONTENTS OF TRAFFIC IMPACT STUDY REPORT

I. EXECUTIVE SUMMARY

II. TABLE OF CONTENTS

A. List of Figures (Maps)
B. List of Tables

III. INTRODUCTION

A. Description of the proposed project
B. Location of project
C. Site plan including all access to State highways (site plan, map)
D. Circulation network including all access to State highways (vicinity map)
E. Land use and zoning
F. Phasing plan including proposed dates of project (phase) completion
G. Project sponsor and contact person(s)
H. References to other traffic impact studies

IV TRAFFIC ANALYSIS

A. Clearly stated assumptions
B. Existing and projected traffic volumes (including turning movements), facility geometry (including storage lengths), and traffic controls (including signal phasing and multi-signal progression where appropriate) (figure)
C. Project trip generation including references (table)
D. Project generated trip distribution and assignment (figure)
E. LOS and warrant analyses - existing conditions, cumulative conditions, and full build of general plan conditions with and without project

V. CONCLUSIONS AND RECOMMENDATIONS

A. LOS and appropriate MOE quantities of impacted facilities with and without mitigation measures
B. Mitigation phasing plan including dates of proposed mitigation measures
C. Define responsibilities for implementing mitigation measures
D. Cost estimates for mitigation measures and financing plan

VI. APPENDICES

A. Description of traffic data and how data was collected
B. Description of methodologies and assumptions used in analyses
C. Worksheets used in analyses (i.e., signal warrant, LOS, traffic count information, etc.)

APPENDIX "B"

METHODOLOGY FOR

CALCULATING EQUITABLE

MITIGATION MEASURES

METHOD FOR CALCULATING EQUITABLE MITIGATION MEASURES

The methodology below is neither intended as, nor does it establish, a legal standard for determining equitable responsibility and cost of a project's traffic impact, the intent is to provide:

1. A starting point for early discussions to address traffic mitigation equitably.
2. A means for calculating the equitable share for mitigating traffic impacts.
3. A means for establishing rough proportionality [Dolan v. City of Tigard, 1994, 512 U.S. 374 (114 S. Ct. 2309)].

The formulas should be used when:

- A project has impacts that do not immediately warrant mitigation, but their cumulative effects are significant and will require mitigating in the future.
- A project has an immediate impact and the lead agency has assumed responsibility for addressing operational improvements

NOTE: This formula is not intended for circumstances where a project proponent will be receiving a substantial benefit from the identified mitigation measures. In these cases, (e.g., mid-block access and signalization to a shopping center) the project should take full responsibility to toward providing the necessary infrastructure.

EQUITABLE SHARE RESPONSIBILITY: **Equation C-1**

NOTE: $T_E < T_B$, see explanation for T_B below.

$$P = \frac{T}{T_B - T_E}$$

Where:

P = The equitable share for the proposed project's traffic impact.

T = The vehicle trips generated by the project during the peak hour of adjacent State highway facility in vehicles per hour, vph.

T_B = The forecasted traffic volume on an impacted State highway facility at the time of general plan build-out (e.g., 20 year model or the furthest future model date feasible), vph.

T_E = The traffic volume existing on the impacted State highway facility plus other approved projects that will generate traffic that has yet to be constructed/opened, vph.

EQUITABLE COST: **Equation C-2**

$$C = P\ (C_T)$$

Where:

C = The equitable cost of traffic mitigation for the proposed project, ($). (Rounded to nearest one thousand dollars)

P = The equitable share for the project being considered.

C_T = The total cost estimate for improvements necessary to mitigate the forecasted traffic demand on the impacted State highway facility in question at general plan build-out, ($).

NOTES

1. Once the equitable share responsibility and equitable cost has been established on a per trip basis, these values can be utilized for all projects on that State highway facility until the forecasted general plan build-out model is revised.
2. Truck traffic should be converted to passenger car equivalents before utilizing these equations (see the Highway Capacity Manual for converting to passenger car equivalents).

3. If the per trip cost is not used for all subsequent projects, then the equation below will be necessary to determine the costs for individual project impact and will require some additional accounting.

Equation C-2.A

$$C = P\,(C_T - C_C)$$

Where:

C = Same as equation C-2.

P = Same as equation C-2.

C_T = Same as equation C-2.

C_C = The combined dollar contributions paid and committed prior to current project's contribution. This is necessary to provide the appropriate cost proportionality. Example: For the first project to impact the State highway facility in question since the total cost (C_T) estimate for improvements necessary to mitigate the forecasted traffic demand, C_C would be equal to zero. For the second project however, C would equal $P_2(C_T - C_1)$ and for the third project to come along C would equal $P_3[C_T - (C_1 + C_2)]$ and so on until build-out or the general plan build-out was recalculated.

APPENDIX "C"

MEASURES OF EFFECTIVENESS

BY

FACILITY TYPE

MEASURES OF EFFECTIVENESS BY FACILITY TYPE

TYPE OF FACILITY	MEASURE OF EFFECTIVENESS (MOE)
Basic Freeway Segments	Density (pc/mi/ln)
Ramps	Density (pc/mi/ln)
Ramp Terminals	Delay (sec/veh)
Multi-Lane Highways	Density (pc/mi/ln)
Two-Lane Highways	Percent-Time-Following Average Travel Speed (mi/hr)
Signalized Intersections	Control Delay per Vehicle (sec/veh)
Unsignalized Intersections	Average Control Delay per Vehicle (sec/veh)
Urban Streets	Average Travel Speed (mi/hr)

Measures of effectiveness for level of service definitions located in the most recent version of the Highway Capacity Manual, Transportation Research Board, National Research Council.

Transition between LOS "C" and LOS "D" Criteria

(Reference Highway Capacity Manual)

BASIC FREEWAY SEGMENTS @ 65 mi/hr

LOS	Maximum Density (pc/mi/ln)	Minimum Speed (mph)	Maximum v/c	Maximum Service Flow Rate (pc/hr/ln)
A	11	65.0	0.30	710
B	18	65.0	0.50	1170
C	26	64.6	0.71	1680
D	35	59.7	0.89	2090
E	45	52.2	1.00	2350

SIGNALIZED INTERSECTIONS and RAMP TERMINALS

LOS	Control Delay per Vehicle (sec/veh)
A	≤ 10
B	> 10 - 20
C	> 20 - 35
D	> 35 - 55
E	> 55 - 80
F	> 80

MULTI-LANE HIGHWAYS @ 55 mi/hr

LOS	Maximum Density (pc/mi/ln)	Minimum Speed (mph)	Maximum v/c	Maximum Service Flow Rate (pc/hr/ln)
A	11	55.0	0.29	600
B	18	55.0	0.47	990
C	26	54.9	0.68	1430
D	35	52.9	0.88	1850
E	41	51.2	1.00	2100

..... Dotted line represents the transition between LOS "C" and LOS "D"

TWO-LANE HIGHWAYS

LOS	Percent Time-Spent-Following	Average Travel Speed (mi/hr)
A	≤ 35	> 55
B	> 35 - 50	> 50 - 55
C	> 50 - 65	> 45 - 50
D	> 65 - 80	> 40 - 45
E	> 80	≤ 40

URBAN STREETS

Urban Street Class	I	II	III	IV
Range of FFS	55 to 45 mi/hr	45 to 35 mi/hr	35 to 30 mi/hr	35 to 25 mi/hr
Typical FFS	50 mi/hr	40 mi/hr	35 mi/hr	30 mi/hr
LOS	Average Travel Speed (mi/hr)			
A	> 42	> 35	> 30	> 25
B	> 34 - 42	> 28 - 35	> 24 - 30	> 19 - 25
C	> 27 - 34	> 22 - 28	> 18 - 24	> 13 - 19
D	> 21 - 27	> 17 - 22	> 14 - 18	> 9 - 13
E	> 16 - 21	> 13 - 17	> 10 - 14	> 7 - 9
F	≤ 16	≤ 13	≤ 10	≤ 7

▪▪▪▪▪ Dotted line represents the transition between LOS "C" and LOS "D"

GRAY DAVIS
Governor

MARIA CONTRERAS-SWEET
Secretary
Business, Transportation and Housing Agency

JEFF MORALES
Director
California Department of Transportation

RANDELL H. IWASAKI
Deputy Director
Maintenance and Operations

BRIAN J. SMITH
Deputy Director
Planning and Modal Programs

JOHN A. (Jack) BODA
Chief
Division of Traffic Operations

JOAN SOLLENBERGER
Chief
Division of Transportation Planning

Additional copies of these guidelines can be copied from the internet at,
http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/

San Luis Obispo Council of Governments

Ronald L. DeCarli - Executive Director

Regional Transportation Planning Agency
Metropolitan Planning Organization
Census Data Affiliate
Service Authority for Freeways and Expressways

Arroyo Grande
Atascadero
Grover Beach
Morro Bay
Paso Robles
Pismo Beach
San Luis Obispo
San Luis Obispo County

March 21, 2003

Pam Ricci
Associate Planner, City of San Luis Obispo
990 Palm St.
San Luis Obispo, CA 93401

Re: Notice of Preparation, Dalidio/San Luis Marketplace EIR

Dear Pam:

Thank you for the opportunity to review the Notice of Preparation for the Environmental Impact Report for the Dalidio/San Luis Marketplace Annexation and Development project. Our comments focus on the transportation and circulation portions of the notice and we generally find the primary issues to be adequately identified.

As the Regional Transportation Planning Agency, we would like to be kept informed regarding the traffic studies conducted for the development, including proposed trip generation characteristics and distributions. SLOCOG staff concurs with your plan to consider roundabouts (A-7, page 20) as well as to assess transit service implications with a new stop and trip generation point (B-1, page 20). In particular we recommend:

- Addressing pedestrian and bicycle related circulation issues within and surrounding the development - for example, how will pedestrians be funneled to move through the proposed parking lot, will developers be required to provide bike parking.

- Ensuring that traffic studies are conducted using accurate, up-to-date inputs and are comprehensive enough to adequately assess local impacts as well as impacts upon regional routes.

- Coordinating closely the development, alignment and design of a frontage road connecting Prado with Los Osos Valley such that alternatives for on/off ramps for each of those interchanges are addressed. Note that one such alternative involves combining these ramps at a point on the frontage road midway between the two interchanges.

Should you have any questions, please contact me at 788-2104. We look forward to receiving a copy of the EIR for review and comment.

Sincerely,

Peter Brown
Associate Planner

AIR POLLUTION CONTROL DISTRICT
COUNTY OF SAN LUIS OBISPO

March 28, 2003

Pam Ricci, Associate Planer
City of San Luis Obispo
Community Development Department
990 Palm Street
San Luis Obispo, CA 93403-8100

SUBJECT: NOP of an EIR for the Dalidio/San Luis Marketplace Annexation and Development Project

Thank you for including the APCD in the environmental review process. The following information is provided to assist you in the development of the EIR for the Dalidio/San Luis Marketplace Annexation and Development Project in San Luis Obispo.

1. NAME OF CONTACT PERSON

Heather Tomley, Air Quality Specialist III
Air Pollution Control District
3433 Roberto Court
San Luis Obispo, CA 93401
(805) 781-4654

2. PERMIT(S) OR APPROVAL(S) AUTHORITY:

Based upon the information that has been provided to us, we are unsure of the types of equipment that may be present during construction or operation of this project. For example, standby diesel generators greater than 50 hp or temporary concrete batch plants will require a District permit. For more information on this requirement, contact David Dixon of our Engineering Department at 781-5912.

3. ENVIRONMENTAL INFORMATION:

A complete air quality analysis should be included in the DEIR to adequately evaluate the new air quality impacts associated with the proposed project. This analysis should address both short-term and long-term emissions impacts from the project. The following is an outline of items that should be included in the analysis:

a) A description of existing air quality and emissions in the impact area, including the attainment status of the District relative to State air quality standards and any existing regulatory restrictions to development. The most recent CAP should be consulted for applicable information.

b) A thorough emissions analysis should be performed on all relevant emission sources, using emission factors from the EPA document AP-42 "Compilation of Air Pollutant Emission Factors", EMFAC2000, or other approved sources. The emissions analysis should include calculations for estimated emissions of all criteria pollutants and toxic substances released from the anticipated land use mix on a quarterly and yearly basis. Documentation of emission factors and assumptions (i.e. anticipated land uses, average daily trip rate from trip generation studies, etc.) should be documented in the appendix to the DEIR.

c) The DEIR should include a range of alternatives to the proposed project that could effectively minimize air quality impacts. A thorough emissions analysis should be conducted for each of the proposed alternatives identified. The DEIR author should contact the District if additional information and guidance is required. All calculations and assumptions used should be fully documented in an appendix to the DEIR.

d) A cumulative impact analysis should be performed to evaluate the combined air quality impacts of this project and impacts from existing and proposed future construction in the area. This should encompass all planned construction activities within 1 mile of the project.

e) The data analyses requested above should address local and regional impacts with respect to maintaining applicable air quality standards at build out. Authors should consult the District to determine if a modeling analysis should be performed and included in the EIR.

f) Temporary construction impacts, such as fugitive dust and combustion emissions from construction and grading activities, should be quantified and mitigation measures proposed. In addition, naturally occurring asbestos may exist at the site. A geological survey is required for the site, and if naturally occurring asbestos is found, the EIR should indicate that a plan will be developed to comply with the requirements listed in the Air Resources Board's Asbestos ATCM for Construction, Grading, Quarrying, and Surface Mining Operations.

g) Mitigation measures should be recommended, as appropriate, following the guidelines presented in Sections 5 and 6 of the District's "CEQA Air Quality Handbook".

4. PERMIT STIPULATIONS/CONDITIONS:

The CEQA Air Quality Handbook provides various significance thresholds that should be referenced in the EIR for determining the significance of impacts and the level of mitigation necessary. The Handbook breaks the impacts into construction phase (Section 6) and operational phase (Section 2) emissions, with separate significance thresholds for each. Be advised that we are currently in the process of revising these guidelines. Relevant changes from the information listed in the guidelines are listed below.

The level of mitigation necessary will be based upon the new emissions emitted from the project. If mitigation is deemed necessary, the following construction mitigations are provided, in addition to those listed in the Handbook, to minimize emissions released during the construction phase:

- Create a Dust Control Plan to reduce fugitive dust emissions. The plan should include measures for watering disturbed areas.
- Operate construction equipment properly tuned to manufacturer's specifications (i.e. no timing retard).
- 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.

- Electrify equipment where feasible.
- 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.
- Implement activity management techniques to reduce maximum emissions per day.

5. ALTERNATIVES:

   Any alternatives described in the DEIR should involve the same level of air quality analysis as described in bullet items 3.b and 3.c listed above.

6. REASONABLY FORSEEABLE PROJECTS, PROGRAMS OR PLANS:

   An important component of an EIR is a consistency analysis of a proposed project with respect to pertinent planning and environmental guidance documents (i.e. general and specific plans, clean air plans, etc.). The District's Clean Air Plan (CAP) is such a document and contains land use policies designed to lessen automobile dependence through greater pedestrian access, increased transit access, mixed use and compact zoning, and a balance of jobs and housing. Projects, with potential size and character to impact the assumptions made in the CAP, can impede the District's attempts to achieve the State ozone standard. Therefore, the consistency analysis obtained through the DEIR process is very important from a decision-making standpoint. Please refer to the District's CEQA Air Quality Handbook, Section 2.2, for additional instructions on performing the consistency evaluation.

7. RELEVANT INFORMATION:

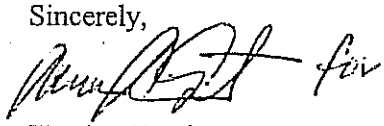
   As mentioned earlier, the Handbook should be referenced in the EIR for determining the significance of impacts and level of mitigation recommended. Additionally, emission factors from AP-42, EMFAC2000, or other approved sources should be used when performing emission calculations.

8. FURTHER COMMENTS:

   No further comments.

Again, thank you for the opportunity to comment on this proposal. If you have any questions or comments, or if you would like to receive an electronic version of this letter, feel free to contact me at 781-5912.

Sincerely,



Heather Tomley
Air Quality Specialist III

HAT/sll

cc: David Dixon, APCD Engineering Division

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HASLO
Housing Authority
of the City of
San Luis Obispo

EQUAL HOUSING OPPORTUNITIES

487 Leff Street Post Office Box 1289 San Luis Obispo CA 93406-1289
(805) 543-4478 fax (805) 543-4992

Executive Director-Secretary
George J. Moylan

March 3, 2003

Ms. Pam Ricci
City of San Luis Obispo
Community Development Department
990 Palm Street
San Luis Obispo, CA 93403-8100

Re: EIR Dalidio/San Luis Marketplace Annexation and Development Project

Dear Pam:

In response to the recent communication from the City we are completely aware that negotiations between the City and the owner as well as restrictions placed upon the property by the Airport Land Use Commission have resulted in the absence of residential construction in the above annexation area.

However, the Commissioners of the Housing Authority of the City of San Luis Obispo went on record many months ago as supporting residential development in this area. We still believe that any development of this important area of the community should at least contain a minimum amount of residential housing, either senior or family, assisted or unassisted. The need for affordable housing of all types is simply necessary in one of the least affordable communities in the country.

Sincerely,

George

George J. Moylan
Executive Director

1.

The San Luis Obispo County Chumash Council
1030 Ritchie Road, Grover Beach, CA. 93433

To : City of San Luis Obispo
Community Development Dept.
990 Palm St.
San Luis Obispo, CA. 93403-8100

Attn: Contact, Pam Ricci ; Associate Planner

Consulting Firm:
Rincon Consultants, Inc.
1530 Monterey St. Suite D
San Luis Obispo, CA. 93401

From: Chief Mark Vigil Sr. (SLOCCC)
1030 Ritchie Road
Grover Beach, CA. 93433

Re: Dalidio/San Luis Marketplace Annexation and Development Project
(APN) 067-121-022

Dear Ms. Ricci,

It is our feeling that this project is unnecessary. What the County or City would be destroying in our opinion is devastating. The City of San Luis Obispo in our opinion has quite a vast variety of shopping and office buildings already and we are destroying our beautiful well-known open space (natural beauty), that soon we will not be known for our beauty, but for our industrial space. We think that most of the residences of this area live here because of the undeveloped beauty we have, but are rapidly loosing. It is also the reason that this location is popular to visitors. To develop this area would be an obvious unnecessary destruction that can only harm the environment, cultural resources and add to unhealthy living due to air pollution and traffic congestion and the loss of a food growing area which is becoming very limited due to construction.. It would also be taking away more living area for the wildlife, animals and plants.

Also very important to us is the fact that it could possibly disturb our ancestors and their resources. Our sacred sites are being disturbed and destroyed at an alarming rate which is of great concern to us. We believe that our religious rights are being ignored every time a piece of Mother Earth is developed. We are very much against this development, however it seems that

most of the time it does not matter if we are against it or not. Most of the development takes place anyway. So, the only choice we have is to be on site when this destruction takes place to assure that our sites are not completely destroyed and even this is not always done. We must depend on an archaeological review to determine this also. We think that this must be changed. Many, many times the opinions of the archaeologists are wrong and we are called in after damage has already taken place. We are asking the City to change the procedures to include an Obispeno Chumash Native American, who's heritage flows from this area and has knowledge of monitoring to be on site on all areas where an archaeologist is necessary or where there could be a potential of disturbing our cultural resources. We are requesting equal rights and opinions are given so that we do not have to depend on the archaeologists who do not always have the same recommendations or concerns as us. We know that other Cities follow these guidelines and it works. We are hoping that the Governor will make these requirements soon, but until then there is nothing that say's that the Cities and Counties cannot make these added protections on their own above what the State requires. By ignoring our concerns and allowing the disturbance or destruction of our sites and the environment it shows us lack of respect.

So our opinion is that this project NOT be approved, but if it is you allow the local Native Americans to be hired to assure the protection of our sites from possible total destruction by development.

Chief Mark Vigil Sr.

Faithfully, Chief Mark Vigil Sr. and the SLO County Chumash Council.

PS: Our apologies if this is late but we are so overwhelmed with notices we cannot keep up.

RICHARD SCHMIDT

112 Broad Street, San Luis Obispo, CA 93405 (805) 544-4247

March 26, 2003

Re: Scoping for Dalidio/San Luis Marketplace Project

Pam Ricci, Associate Planner
City of San Luis Obispo
990 Palm St.
San Luis Obispo, CA 93401

VIA FAX

Dear Ms. Ricci:

Thank you for the opportunity to submit scoping comments for the Dalidio project.

First of all, I request that my comments for scoping and response to the previous EIR be incorporated here by you and the consultant, so that they don't have to all be repeated. I request that these previous comments be dealt with in the body of the EIR's analysis, as most were not in the previous EIR.

I believe the following are among the areas that require analysis within the body of the EIR for this revised project.

1. Traffic impacts on the North Broad Street residential neighborhood. (When I raised this issue before, the consultant attempted to deflect the issue by citing erroneous, perhaps manufactured, quantified responses which are unsupported by readily available city statistics, and contradicted by those same city statistics. I expect a different response this time around!)

As traffic consultant Eugene Jud has correctly pointed out elsewhere, the scope of traffic impact areas used previously for the Dalidio project is too small. Major impacts willl spread far from the project, including to the North Broad Street neighborhood, which becomes involved because of the freeway ramp at the foot of the street. Please consider the following in this analysis:

• The new project, with in excess of 800,000 square feet of commercial space, is to be linked directly to Highway 101 by its own interchange. This will draw traffic to the shopping center/hotel/office park along the freeway rather than surface streets.

• That means project-bound traffic will be drawn to freeway on-ramps such as Broad Street's.

• While the quantity of increased project-based traffic drawn to Broad Street's ramp is not precisely quantifiable, it will be significant both in number, and in quality, since the types of uses in the center will attract small, noisy, polluting trucks (like contractors' diesel pickups) in disproportionate number to general residential street flows. (It is certain, however, that the previous EIR estimate of 75 additional vehicle trips per day is utterly ridiculous; the 2.5 hour Saturday morning farmers market on Madonna Road draws more than that along North Broad!) I believe, based on long-experience observing traffic patterns on the street as new commercial projects have come on line, that a conservative estimate of increased traffic flow due to the Dalidio proposal is in excess of 1,000 vehicle trips per day. I believe absent some compellingly accurate method of refutation of that number (in which case the actual number may be even larger), the consultant is duty-bound to work with this number.

• The six blocks of Broad Street between Ramona and Highway 101 will function as a freeway on-ramp to serve the Dalidio project.

• These six blocks are, with the exception of two tiny neighborhood commercial establishments just before the freeway entrance, 100% residential, and with the additional exception of a senior housing complex at Ramona, 100% single family residential.

• The city, through its general plan, is committed to preserving the quality of life in its residential neighborhoods. The "Conservation and Development of Residential Neighborhoods" section of the Land Use Element enumerates many policies that come into play in assessing the need to mitigate the Dalidio project traffic impacts on the Broad Street neighborhood, including.

  • Policy 2.1.3 "Neighborhood Traffic. Neighborhoods should be protected from intrusive traffic." Clearly, commercial center-bound traffic is "intrusive."
  • Policy 2.1.5. The city should treat neighborhood streets "as amenities for ... social contact." Social contact is hard when the street is a freeway-bound thoroughfare attracting the sort of traffic destined for the Dalidio project; noise and pollution discourage contact, and traffic volumes inhibit cross-street neighborly interactions.

• The city, through its Circulation Element, has in place policies which dictate that Dalidio-generated traffic must not use North Broad Street, which is categorized as a residential collector street.

  • Policy 6.1 "Through traffic should use Regional routes and Highways, Arterials, Parkway Arterials and Residential Arterial streets and should not use, Collectors or Local streets."

  • Policy 6.2 "The City should not approve commercial development that encourages

customers, employees or deliveries to use Residential Local or Residential Collector streets.

These are both clear directives that mitigation of Dalidio-generated traffic impacts on North Broad are required under the EIR process.

• The city, further, through its Circulation Element, has established a commitment to North Broad Street residents to maintain maximum traffic volumes at or below a "desired maximum" of 3,000 vehicles per day (Policy 5.2). Since existing traffic volumes on the street exceed that amount, the addition of 1,000 vehicles per day or more due to the Dalidio project is contrary to city policy and therefore unacceptable, and thus requires mitigation to eliminate the increase due to Dalidio traffic. Policy 6.6 further requires the city to "undertake measures to control traffic in residential areas where traffic speeds or volumes exceed standards set by policy 5.2." This is yet another way of saying mitigation is required.

• The Broad Street freeway ramps, while convenient to some, are superfluous in the overall scheme of city circulation. They are just 1.5 blocks south of the on ramp which comes off Santa Rosa Street. The ramps are too close together to be either safe or efficient. The cross-traffic of vehicles entering the freeway from Santa Rosa and exiting at Broad on such a short merging lane is unsafe and undesirable.

• It is consistent with city circulation policies that freeway on ramps be on arterials like Santa Rosa, not on neighborhood collectors like North Broad.

• CalTrans is aware of the inefficiency and safety problems of the closely-spaced in-town freeway ramps, and is currently studying their future. This is an ideal time for the city and CalTrans to cooperate on closing the Broad Street ramps as a mitigation measure for adding a ramp to the Dalidio project. Since CalTrans seems cool towards the Dalidio interchange, this tradeoff of one inefficient interchange for another might be somewhat appealing to them -- at least the inefficiencies aren't being multiplied.

My request is that the Broad Street freeway ramps be closed as mitigation for the increased traffic generated by the Dalidio project that would otherwise occur on the street. This mitigation is justified because **without this mitigation there would be a significant environmental impact upon Broad Street**, including:

- conflict with numerous adopted city plans and policies (neighborhood protection and circulation in specific),
- adding vehicles to Broad Street is a violation of adopted city policies and plans,
- an unmitigated significant traffic, noise and localized air pollution impact upon the neighborhood and its residents,
- there are environmentally preferable alternatives to routing traffic on Broad Street, namely routing it on designated arterials to a freeway ramp literally a stone's throw away from the Broad Street ramp,

• the nexus between the Dalidio project and this mitigation is direct: without the freeway ramps directly into the Dalidio project, the nexus would be nebulous, but with them there is a one-to-one relationship between increased traffic impacts upon Broad Street and the project.

Fairness to the neighborhood's residents requires that they not have to shoulder the burden of increased traffic due to the Dalidio project when mitigation is both possible and desirable.

2. The EIR needs to look at the relationship between the fertility of the soil at the Dalidio site and the future ability of the earth's increasing population to be sustained by the diminished resource base left after much of the earth's best land is converted from agriculture to urban use.

It goes without saying that the Dalidio soil is some of the most productive on the face of the earth -- with its inherent fertility and structure, the ready availability of water, the 12-month growing climate. This is historically the sort of soil over which wars have been fought. It is the sort of soil that even midwestern breadbasket farmers drool over.

The EIR should explore the relative rights of the temporary owner of this basic earth resource to profiteer from its destruction versus the right of all humanity to have adequate food in 100 years. It should further highlight the meta-historic amount of time it takes nature to produce such soil, and contrast this with the rate at which the most productive soils are being destroyed by human action and the resulting shortfall in future food producing capacity.

The EIR needs to get beyond the customary discussion of whether the loss of 130 acres of prime land is a significant *local* economic issue and look at the loss as part of an accelerating *incremental worldwide loss of the most productive soils*. (When one reads of the loss of prime soil in China due to industrialization and the creation of million dollar home subdivisions with names like "Orange County" and "Longbeach," one begins to sense that this conversion of prime soil is not a local issue at all, but a global one.)

3. The EIR needs to examine alternatives to the project which include accommodating its proposed uses on land already converted or designated for conversion to urban uses. In particular, the EIR should conclude that there is adequate expansion/intensification potential on three existing sites so that no project need take place on the Dalidio property. The three sites are:

• The existing radically under-utilized shopping centers on Madonna Road, which through the use of parking structures could more than double the intensity of uses already on the land.
• The Higuera corridor between Marsh Street and Madonna Road, which has freeway access at both ends, is prime in-town real estate covered with tawdry low-

intensity uses, which could be the locus for an in-town mall similar to Santa Barbara's Paseo Nuevo, which could work synergistically with the existing downtown rather than competing with it and drawing business away from it.
• The Froom Ranch property on which there are pad locations for three more big box stores.

In each of the above cases, it will be noted that most of the required city and CalTrans infrastructure is already in place, and there would be no need for the sort of costly and land-consuming infrastructure improvements required at the Dalidio site. Each of these alternatives would also be less disruptive to the urban fabric than would Dalidio. And each would provide the opportunity for the Dalidio property to remain open and in agricultural use.

Clearly, an environmentally preferable alternative to the proposed project would be making more efficient use of land already designated for the project's uses. This possibility requires detailed discussion in the EIR.

4. The EIR needs to deal in some specificity with how the Dalidio farm can be preserved -- going beyond simply finding that the environmentally preferable alternative is "no project" to how that can become long-term reality.

Clearly, such an analysis needs to include a fairly detailed discussion of at least the following:
- conservation purchase or easement acquisition
- role of land conservation organizations
- role of city purchase
- role of possible city condemnation for water supply or water recycling (see #5 below)
- possible transfer of development rights
- any other possibilities

Without looking at the real world opportunities for implementing preservation, simply stating that the option is "environmentally preferable" is meaningless.

5. The EIR needs to look at preservation of the Dalidio farm as a water resource. In the previous EIR, this was given short shrift. Clearly, preservation of the land in undeveloped state is important not only to preserve maximum percolation into the aquifer, but also to improve the quality of the water being percolated (i.e., parking lot runoff is not nice stuff). Further, given the city's experience with pumping in proximity to development, subsidence remains a significant issue which will in the future inhibit maximum use of the Dalidio aquifer if the project proceeds.

There are two separate water supply issues here:

A. Preservation of the Dalidio farm so that its aquifer may be maximized as a municipal water source. Given the problems of subsidence and the lawsuit from property owners nearby, clearly the project will inhibit the ability of the city to pump water from this aquifer. (Note that city staff has mischaracterized the issue as "how much land do you need for a well." We've been down that road -- you don't need very much, but you will end up paying out millions in alleged subsidence damages if you put a well on a minimal-sized parcel in the midst of commercial development -- that is now a matter of public record in the Bear Valley lawsuit! And that means maximization of use of the aquifer will not be a municipal option if we go to a minimum sized well parcel in the midst of development.)

Given the relative cost of ground water pumping and the treatment it requires compared to a distant piped-in source or desalination, clearly Dalidio is the cheapest water available to the city. Some assessment of the relative costs of purchasing the land for water supply versus Nacimiento water or desal should be included in the EIR, as this is the city's last opportunity to exercise this option.

B. A second issue looks ahead to a time when the city will need expanded sewer plant capacity as well as expanded domestic water supply, and looking at the Dalidio farm as a way to provide both. By taking secondary-treated sewage effluent and spreading it on bermed sections of the Dalidio property to create a wetland, percolation into the aquifer will be increased. The marsh action combined with percolation will provide filtration and purification of the effluent so that it is of value for domestic, rather than merely irrigation, purposes. This continuous all-year recharge will in turn permit increased pumping from the aquifer, as what's being pumped out can more or less be balanced by what's being put in. This would be a major boon to the city's water supply, and would be a far more ecological and less costly way to expand the sewage treatment system than going to full industrial-type tertiary treament for enlarged capacity.

It is incumbent that the "alternatives to project" discussion include detailed discussion of these possibilities so that decision-makers know that this is their last chance to enhance the city's water system without adopting an alternative which will bankrupt the city and its citizens.

Thank you for receiving these comments. I look forward to seeing their full discussion in the text of the EIR.

Sincerely,

Richard Schmidt

Dear Ms Ricci

I fully concur with today's comments by Michael Sullivan in the above matter. Please consider:

1. Sustainable City Planning in the Southern Part of Town is possible
35 students have made plans where Prado Road is only a bus/bicycle/ped boulevard up to Broad Street. Mr. Glen Matteson has the summary description as well as the reports from the students groups. The whole Prado Road concept is based on the thinking of the 1950ies and the planned interchange (with 6 lanes!) is unneeded, as traffic can easily be handled by a rerouted Buckley Road and a slight widening of Tank Farm Road. LOS definitions need to be expanded in a creative way to pedestrians, bicycles and public transit.
See also comments Jud of June 27, 01 re: Prado Road (to be handed to you).

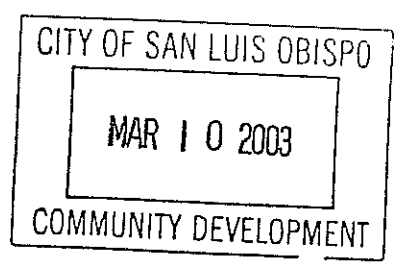
2. Contradiction with Goals and Measurable Objectives of Our Circulation Element
The Dallidio traffic "solution" is in contradiction with p.10 and other pages of the circulation element.

3. Bad Land Use from Traffic Point of View
Practically all other land uses produce 7-10 times less vehicular traffic according to ITE.

Thank you for your consideration

Eugene JUD, Fellow Institute of Transportation Engineers

Jud Consultants
POB 1145
San Luis Obispo, CA 93406-1145
Phone and Fax: (805) 545-5919
http://www.judcons.com



I am

JUD CONSULTANTS
TRANSPORTATION PLANNERS, PTE

P. O. Box 1145 / 665 Leff Street
San Luis Obispo, CA 93406 - 1145
Tel / Fax (805) 545 - 5919

June 27, 2001

To: Citizens Concerned for Prado Road
c.o. Bill Wilson
1690 Southwood Drive
San Luis Obispo, CA 93401

Prado Road San Luis Obispo: Alternative North or Tank Farm Road?

A group of sport fans, teachers and citizens who are scared about the ongoing and upcoming "Los Angelization" of the southern part of SLO has asked us to look into the above question.

Our conclusion is:

1. The Damon-Garcia Sports Complex *could already be under construction* had the City not chosen to link it with the construction of an outdated and unneeded project called Prado Road. Instead of looking at *all* alternatives in the whole area from Orcutt Road to Los Osos Valley Road (LOVR) and south to Buckley Road within an overall EIR, the City chose to implement the Prado Road concept in a piecemeal process in which citizens who favor a more comprehensive concept were systematically ignored. The culmination of this process is the newest proposal of the City's Community Development Department to not even prepare an EIR for their proposed Prado Road North alignment. This omission of an EIR is probably in violation of CEQA.
2. Based on transportation considerations and the given constraints of hazardous materials and biology, we propose a long range alternative called *Highway 227 on Buckley Road,* which is shown in the *enclosure*. Buckley Road will be two lanes with widened intersections according to Caltrans guidelines. Tank Farm Road will remain mostly a two-lane arterial and Prado Road will act as a two-lane collector street leading into Tank Farm Road at a simple and safe intersection with the realigned Santa Fe Road.
3. This proposal should be incorporated into the recently formed technical *task force* for the study of a realigned freeway interchange 101/ LOVR. Stakeholders and professionals from *City, County* and *Caltrans* should join the task force to study solutions for the *whole southern part of town* and beyond the southern urban reserve line. The lead agency could be the Caltrans Community Relations Department. In the long term however, Caltrans could also consider selling parts of Highway 227 to the City and the County, as has been done in other cities.
4. By *refusing to give the environmental permits* for the official Alternative North, the Army Corps of Engineers will help to promote the idea of sustainable transportation and city planning. On the site of the sport fields, the land for road alternative North should be used for a *regional bicycle/pedestrian boulevard* leading from the Orcutt Area in the east to the Froom Ranch Area west of LOVR. The main road crossings at Broad and South Higuera Streets, Highway 101 and LOVR could be in the form of bicycle/pedestrian bridges.

Sincerely

Eugen Jud - Civil Engineer, Fellow Institute of Transportation Engineers, www.judcons.com

Enclosure

CC to:
- City Council of San Luis Obispo
- Tim Bochum, PWD, City of San Luis Obispo
- Gregg Albright, Deputy Director Caltrans District V, San Luis Obispo
- Supervisors Peg Pinard and Shirely Bianchi, San Luis Obispo
- County Engineering, San Luis Obispo
- Environmental Defense Center, San Louis Obispo
- Dave Romero, 2057 Skylark Lane, San Louis Obispo, CA 93401
- Bicycle Advisory Committee, City Hall, San Louis Obispo, CA 93401

Prado Road: Technical Comments

1. Letter by the Publ. Works Director of Oct. 27, 2000, to the Army Corps of Engineers

This letter says on the first page that 'the Prado Road Extension will reduce traffic congestion and improve air quality'. This statement is **false** if seen in a wider context. No project EIR was done over the whole mega project and the whole southern part of town.

1.1 Circulation Element and modern city planning

The current project is in contradiction with the 8 goals and with p. 10 of the Circulation Element CE, which stress bicycles, pedestrians and public transit instead of huge investments in roads.
A network of bicycle/pedestrian paths *independent from roads* connecting all the major activity centers must be planned for the whole southern part of the city from Orcutt Road to Laguna Lake, Los Osos Valley Road (LOVR) and further west. This includes cycle/ped. bridges over main roads like Broad Street, Highway 101 and LOVR. Such networks reduce vehicular traffic up to 30%. A proposal is shown in *appendix 1*. The current project does not show future bus routes or bus stops with a convincing concept of pedestrian walkways leading to them.

1.2 Traffic forecasts

The current road project contains an *overkill of traffic lanes*, which will only attract new vehicular traffic 'out of the blue skies'. This phenomenon is called 'induced traffic' and is well known among traffic modelers (see *de Souza* and *Litman* in ITE Journals Feb. 2000 and Jan. 2001).
The project proposes 8 east-west traffic lanes: 4 on Prado Road, 2 on Tank Farm Road and 2 on Buckley Road. Today's total daily east-west traffic (ADT) is 10,000 vehicles. Today there are 4 east-west traffic lanes with an approximate capacity of 40,000 vehicles. The proposed 8 east-west traffic lanes could carry up to 80,000 vehicles per day - 8 times more than today *(appendix 2)*.
This is unneeded, as the city estimates a future traffic volume of 70,000 vehicles per day. With an independent bicycle/ped. network and good public transportation this volume will be reduced to 50,000 vehicles per day. This means that a maximum of 6 east-west traffic lanes is needed.

1.3 Phasing

New traffic lanes should only be built when they are really *necessary*, based on appropriate levels of service for pedestrians, bicycles, transit and cars. New traffic lanes should not be built 'way in advance', as the city proposes. *Our concept* allows for different and *flexible phasing schemes*. Our proposed Prado collector street should be built in the near future. Our concept allows for additional traffic capacity, if this is really needed in the long term.
It should also be noted, that recent land use decisions will further reduce future vehicular trip generation: The Dallidio area may never be developed or only with lower density. This makes the expensive *Prado Road freeway interchange unnecessary* and the freeway itself safer. Caltrans guidelines indicate anyway, that this full interchange is in the wrong place. The weaving lengths on the west side of Hwy. 101 are too short. Any new freeway interchange between Madonna and LOVR is not only unneeded, but constitutes a grave ecological impact in the San Luis Obispo Creek corridor. The airport commission now asks that residential densities near the airport be reduced, which in the end could ultimately mean no school and even no sports complex in this location.

1.4 Our proposal: Route 227 on Buckley Road

Based on the maps of hazardous material constraints *(appendix 3)* and biological constraints, we propose a long term *concept with 6 east west traffic lanes (appendix 4 and 5)*. The main elements are:

- *Buckley Road as Highway 227* leading in the logical direction, namely into LOVR (2 lanes)
- Tank Farm Road as a parkway arterial according to the CE (2 lanes)
- Prado Road as a collector, leading into Tank Farm Road and directly into the realigned Santa Fe Road.

All the above roads will have widened intersections as appropriate.

A sub alternative is shown in *appendix 6,* but we consider the solution in appendix 4 to be more economical and easier to understand for car drivers. Appendix 6 shows that Prado Road could theoretically be designed according to Caltrans standards, but such a design near a residential area makes little sense. In a letter to the Publ. Works Director, Caltrans Engineer R. Krumholz wrote on April 3, 2000, that 'Route 227 is not of interregional significance'. The trend in Caltrans is anyway to lower the standards of such routes or to even hand over such routes to the municipalities and counties.

For the US Corps of Engineers it is important to note that all our alternatives appear to **impact the creeks** near the sports complex considerably **less than the official Alternative North.**

2. Exhibit 4b attached to the letter and other documents

Exhibit 4b mentions in Table 1 on p. 7 the 'City General Plan Policies' which are supposedly 'Satisfied' by the project. As mentioned above, this project **does not satisfy the general philosophy of the CE.** A closer look shows that the following policies are *not* satisfied: 8.10; 8.2; 8.6 and 3.3.

Exhibit 4b and the Fehr and Peers reports of Sept./Oct. 1999 mention the laudable goal of relieving South Street from traffic based on the Fehr and Peers traffic model:

2.1 Relieving South Street

The Deputy Public Works Director maintains that Prado Road North is the only alternative to achieve this goal. This hypothesis could only be evaluated if a special 'link analysis' of South Street had been made. Such an analysis shows the exact origin and destination zones of each car travelling east-west through South street. This analysis was not done.

The hypothesis of the City appears to be **false** for the following reasons:

2.1.1 Newer research by ITS Berkeley shows that commuters are *not sensitive to travel time* changes if the trip is shorter than 15 minutes. In fact commuters appear to appreciate a certain 'time buffer' between home and work. Most trips in our area are exactly of this type. However, the City mentions correctly, that the most *distance-sensitive travelers are pedestrians and cyclists.* The City just does not put this philosophy into practice.

2.1.2 When considering Alternative North *or* Tank Farm Road, the difference in travel time for most east-west drivers is anyway *negligible.*

2.1.3 In order to achieve a real shift, the travel *speed* on South Street must be reduced through traffic calming e.g. medians. Noise wise the reduction in traffic volume has practically no effect, the speed reduction has a strong effect: Reducing the volume to 50% reduces noise only by 3 DBa, reducing the speed by 50% reduces noise by 10 DBa. Speed reduction also reduces air pollution considerably and enhances traffic safety.

2.2 Traffic Model

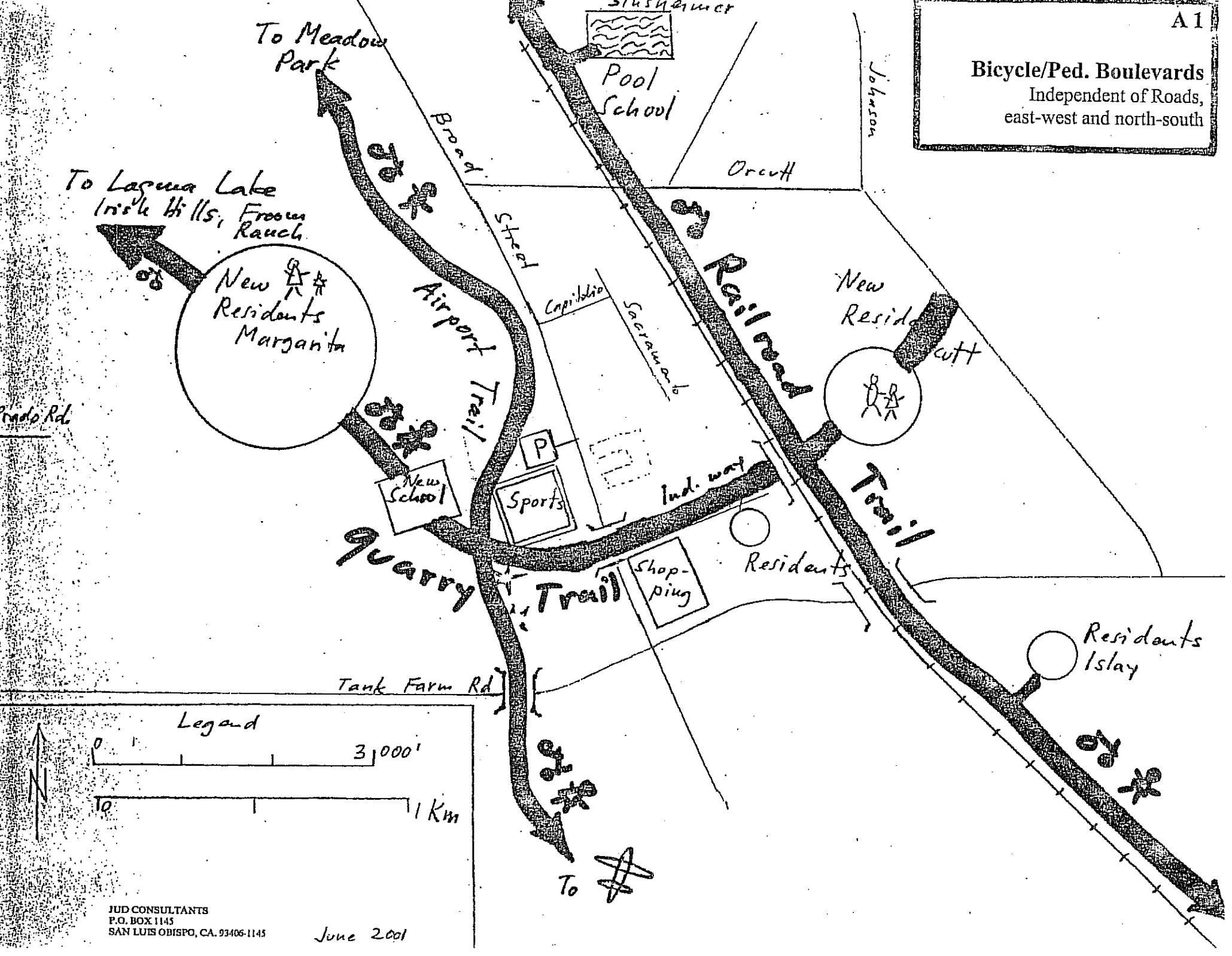
The traffic model appears to be **misused** or deficient in many ways.

2.2.1 Levels of Service (LOS) calculations are not shown. It is well known that the results vary considerably depending on *which method is used.*

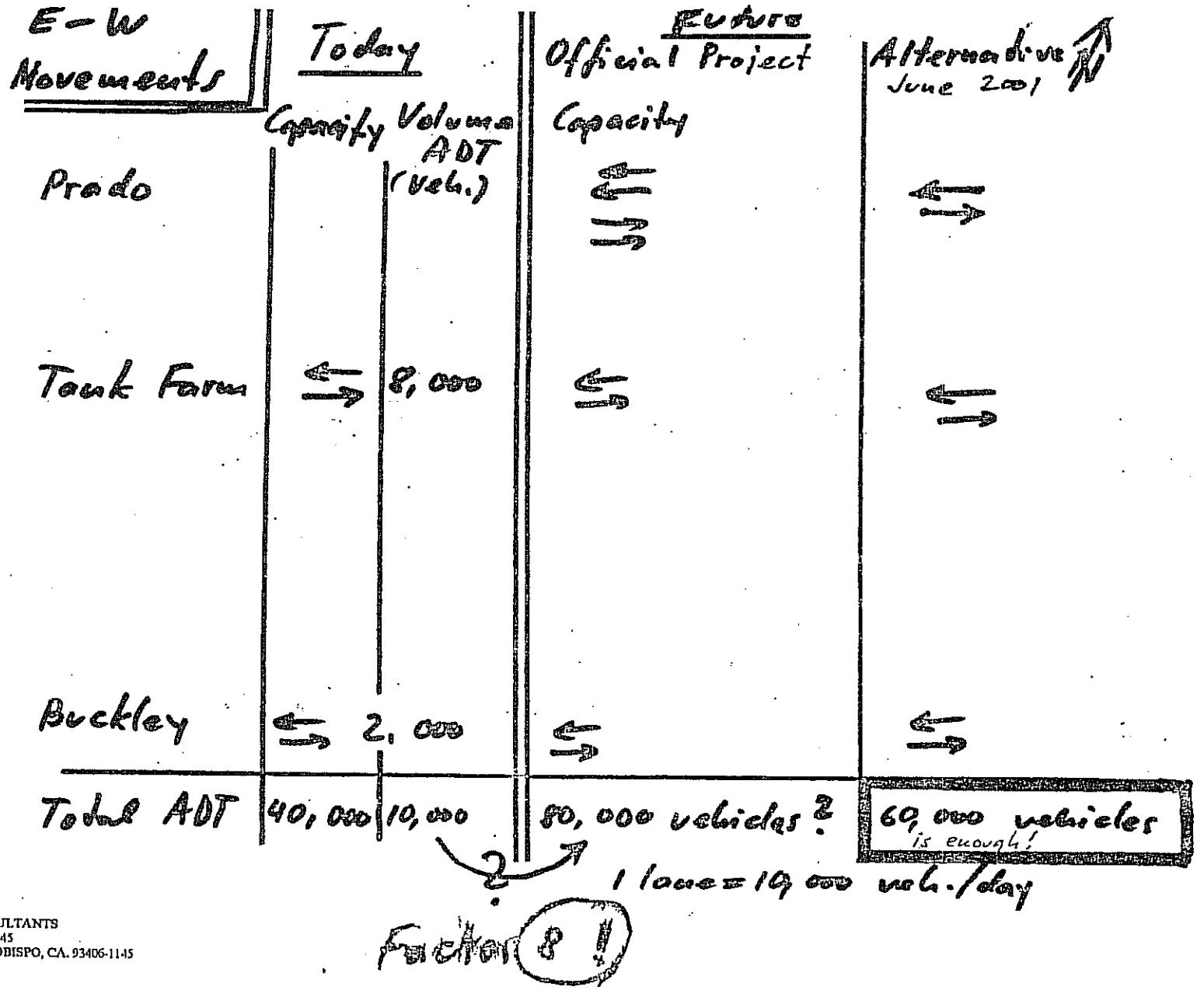
2.2.2 LOS are calculated for *cars only.* Pedestrians, cyclists and bus users are not evaluated. If a car driver has to wait for a minute, it is LOS F (miserable). If a transit user sees a bus only every hour, the traffic engineer rarely cares.

2.2.3 Fehr and Peers appear to be totally unaware of the phenomenon of 'induced traffic' as mentioned under 1.2. This phenomenon certainly applies in such a mega project.

Jud, June 2001


A1
Bicycle/Ped. Boulevards
Independent of Roads,
east-west and north-south
To Meadow Park
To Laguna Lake
Irish Hills, Froom Ranch
New Residents Margarita
Airport Trail
Broad
Pool
School
Johnson
Orcutt
Railroad
Trail
New Residents
Cutt
Capitolio
Sacramento
P
New School
Sports
Ind. way
Quarry
Trail
Shop-ping
Residents
Residents Islay
Tank Farm Rd
To
Legend
0
3,000'
1 Km
JUD CONSULTANTS
P.O. BOX 1145
SAN LUIS OBISPO, CA. 93406-1145
June 2001

Traffic Lanes and Capacity
Official project = overkill
of traffic lanes and land use



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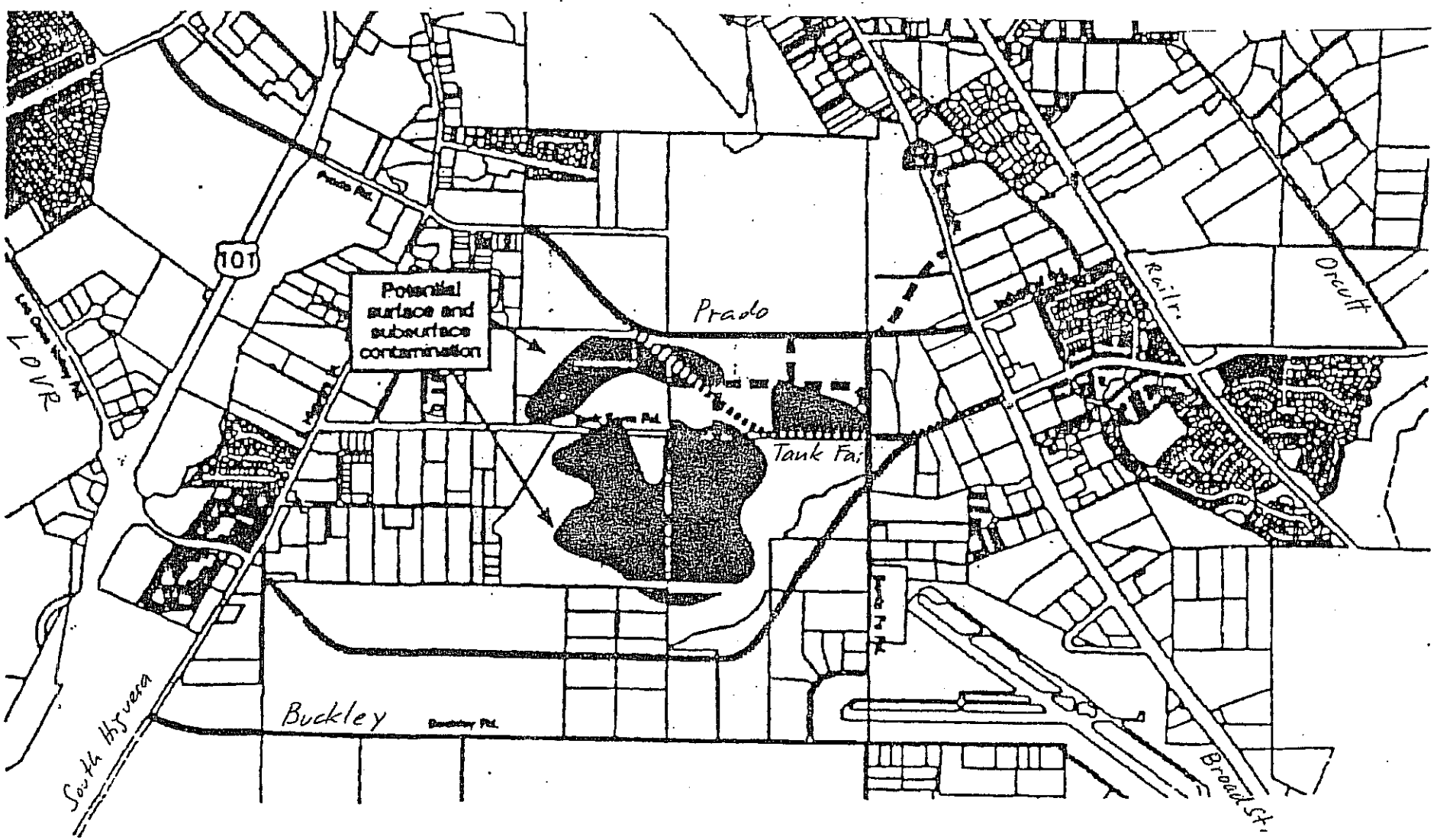
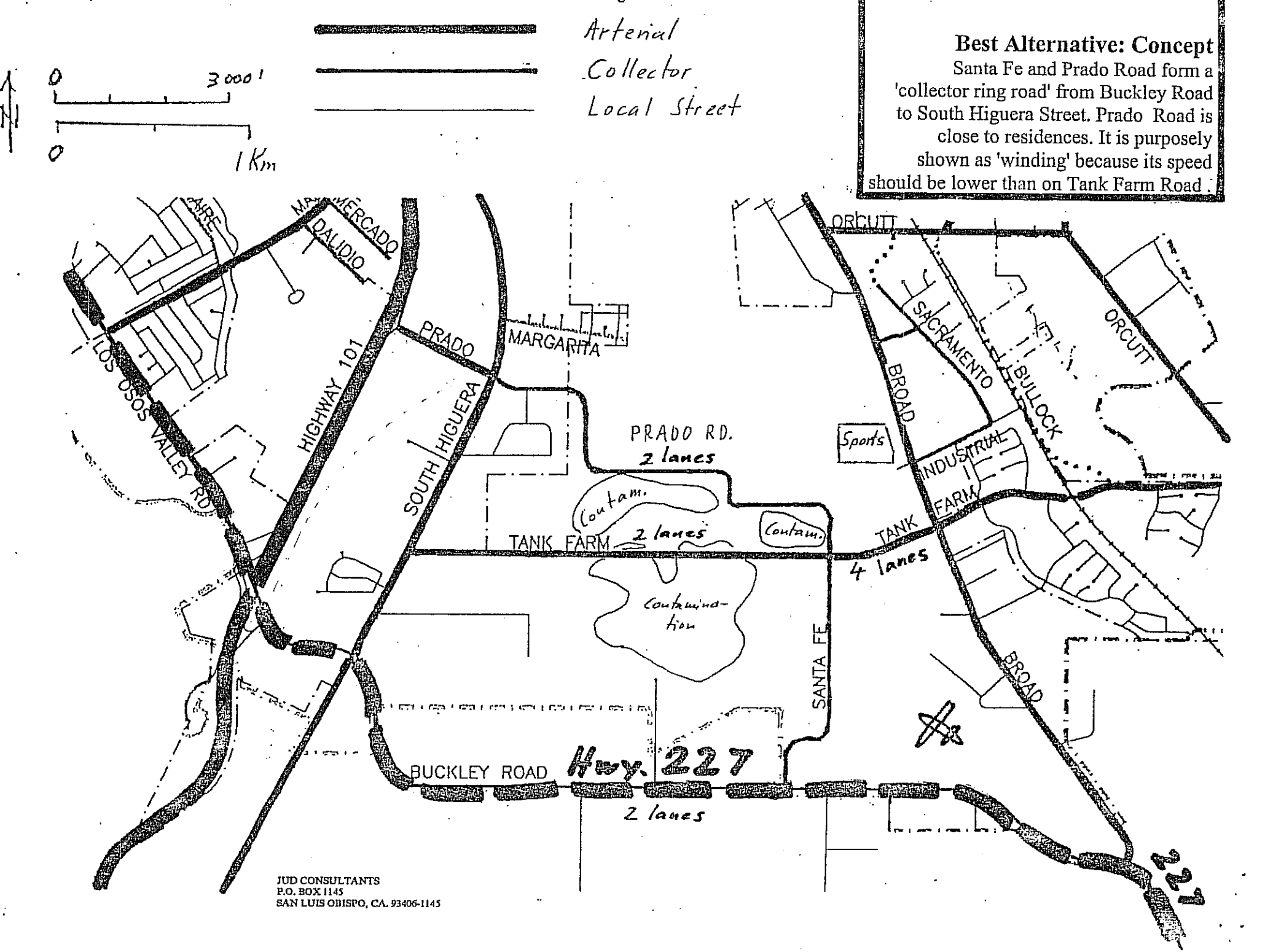
Hazardous Materials are shown as black spots.
Dotted, dashed and full lines are alternatives for Hwy 227 considered by the City. These alternatives are incomplete, based on old paradigms and were not discussed with Caltrans.
None of *our* alternatives in the *following appendices* pass through hazardous materials.



HAZARDOUS MATERIALS
CONSTRAINTS


Arterial
Collector
Local Street
0
3000'
0
1 Km
N
Best Alternative: Concept
Santa Fe and Prado Road form a 'collector ring road' from Buckley Road to South Higuera Street. Prado Road is close to residences. It is purposely shown as 'winding' because its speed should be lower than on Tank Farm Road.
LOS OSOS VALLEY RD.
HIGHWAY 101
PRADO
MARGARITA
SOUTH HIGUERA
PRADO RD.
2 lanes
TANK FARM
2 lanes
Contam.
Contamination
ORCUTT
SACRAMENTO
BULLOCK
BROAD
Sports
INDUSTRIAL
TANK FARM
4 lanes
SANTA FE
BUCKLEY ROAD
Hwy. 227
2 lanes
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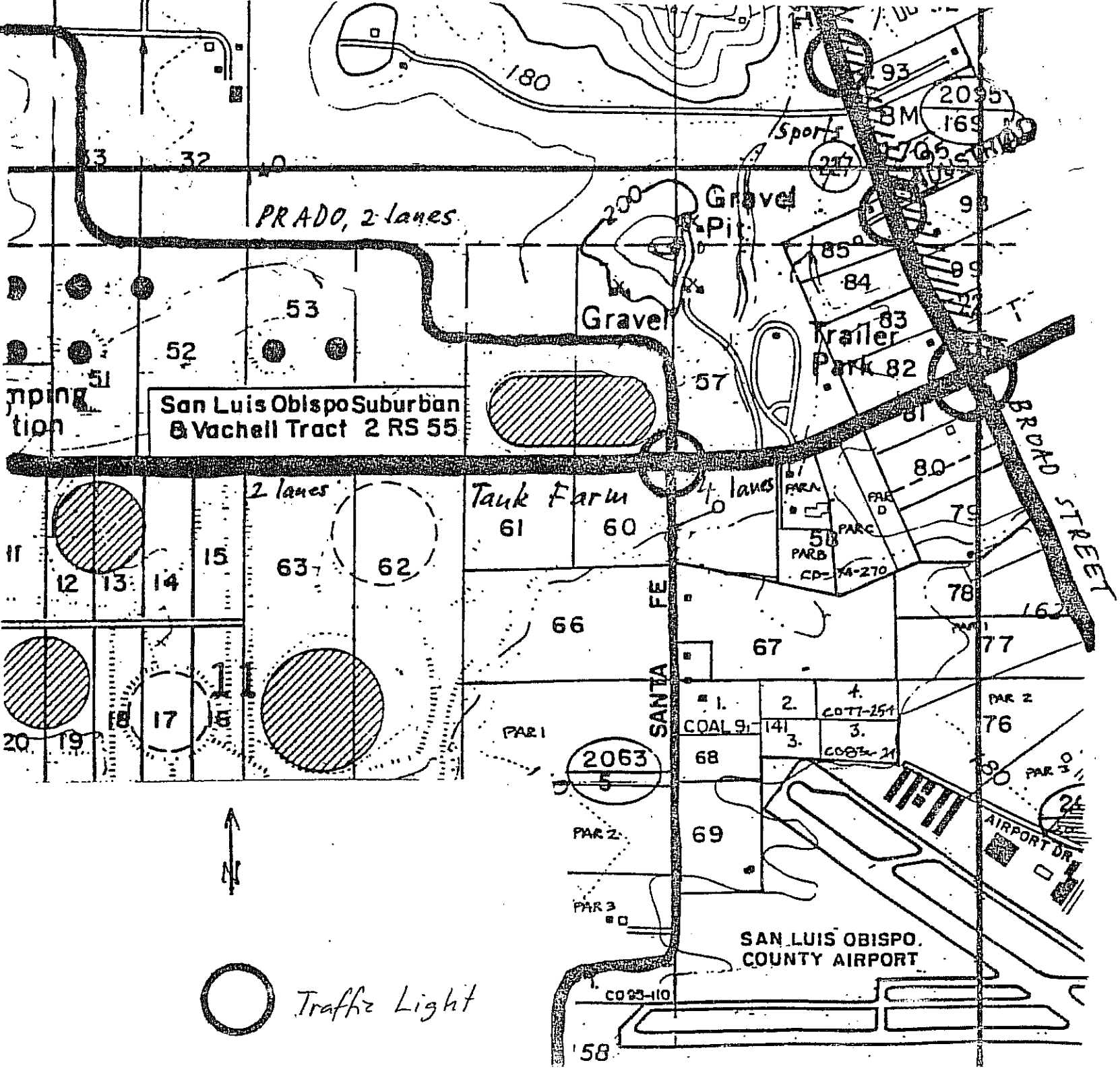

A 5

Best Alternative: Detail

Distances between traffic lights on Tank Farm Road are bigger than on Broad Street. This assures better traffic flow than the official project.

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A 6

Less Desirable Alternative

Shows that Prado Road could theoretically be designed according to Caltrans standards concerning radii etc.

Regional Route

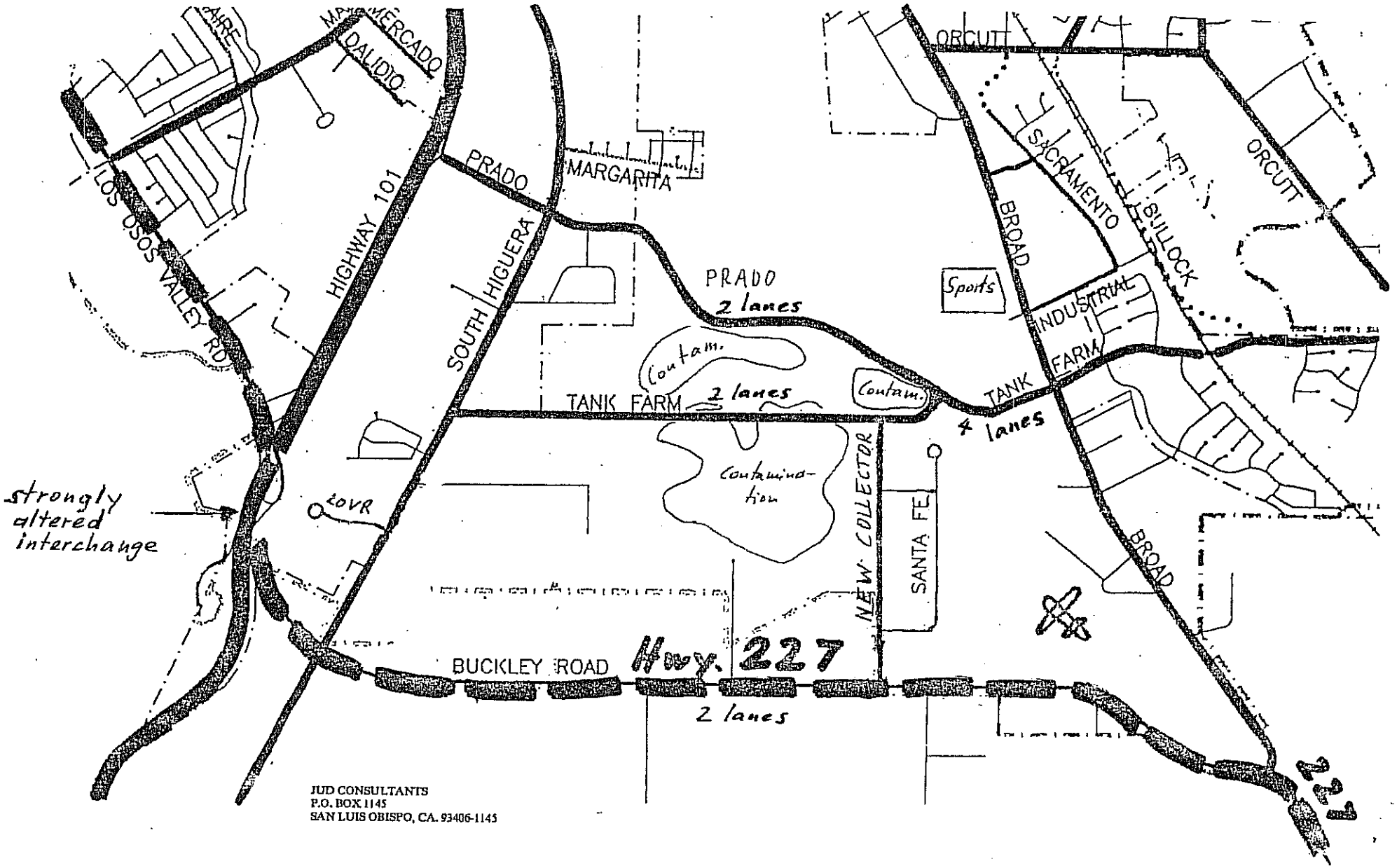
Arterial

Collector

Local Street

0 3000'

0 1 Km



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SAN LUIS OBISPO, CA. 93406-1145

EPI-Center, 1013 Monterey Street, Suite 207 San Luis Obispo, CA 93401
Phone: 805-781-9932 • Fax: 805-781-9384

March 11, 2003

Pam Ricci, Associate Planner
City of San Luis Obispo
990 Palm Street
San Luis Obispo, CA 93401-3249

Subject: Dalidio Property Annexation & Development Project / NOP EIR

Dear Ms Ricci,

Thank you for the opportunity to submit the following scoping comment in response to the City's Notice of Preparation of an EIR for the Dalidio/San Luis Marketplace Annexation and Development Project.

Environment in the Public Interest (EPI) is a California non-profit corporation organized for the purpose of voicing the public's interest in land use planning and environmental protection in the State of California. EPI and its supporters are further interested in improving quality of life through awareness of public trust resources in San Luis Obispo. As such, the issues we believe need to be addressed in the proposed EIR include, but are not limited to, the following:

1. Air Quality. The City has expressed interest in achieving a high air quality for the citizens of San Luis Obispo. EPI requests the inclusion of consideration of innovative transportation technologies consistent with the City Circulation Element in the scope of the EIR.

   Agricultural conversion. "It is the City's policy to encourage preservation of economically viable agricultural operations and land..." (LUE 1.8.1, Agricultural Protection). To maintain the town's character and rural setting, the City has committed to "provide for the continuation of farming..." (LUE 1.8.1). EPI requests the inclusion of a clear discussion of alternatives to converting high quality agriculture soils.

2. Traffic. Please include discussion of impacts resulting from the proposed Prado Road Interchange including the feasibility of any proposed mitigation, funding sources, funding amounts needed, and time-line for completion of traffic mitigation measures.

3. Drainage. EPI requests the inclusion of an evaluation of the ability for any anticipated off-site drainage impacts and identify the agencies or individuals responsible to initiate any anticipated improvements and/or maintenance to correct likely post-development storm flows.

We look forward to continued participation in the City's environmental review of this project.

Sincerely,

Gordon R. Hensley,
Executive Director/Senior Ecologist

>>> Eugene Jud <ejud@calpoly.edu> 03/20/03 12:51AM >>>
Dear Pamela

Thank you for the well facilitated meeting on March 10 at City Hall. Further to my e-mail and handouts of March 10, I would like to comment

as follows:

1. Mega-Project: Prado Road+Freeway Interchange+ Dallidio
This may well be the biggest and most dramatic road project in SLO before build out. Especially the 101 interchange and the Dallidio project will induce new traffic and change vehicular patterns more than 10 miles away. Therefore the "influence area" of the project must include all axis and intersections between and including LOVR/Orcutt Rd., South Street and Buckley Road.

If the EIR does less than this, it is probably inadequate and vulnerable to litigation. The above influence area is needed because the Prado Road Project was piecemealed into segments of analysis, while the most

important need is a comprehensive analysis oft the cumulative impacts in the whole influence area including the big box developments along LOVR.

Not only is this piecemealing legally questionable, it is also unfair towards the public, who were never allowed to give their input from "the helicopter view". We are grateful, that the EIR team promised enhanced public participation and we hope, that all involved agencies around Prado Road will invite citizens to a thorough discussion about the whole Prado Road, interchange and Dallidio project.

2. Dallidio Land Use
As mentioned at the meeting, an adequate land use of the Dallidio Property is possible, without a freeway interchange and without any Prado Road transformed into a Highway 227 truck route. Sustainable city planning and contextually sensitive design leads to a solution, which produces less vehicular traffic and uses Buckley Road and the LOVR freeway interchange for the Highway 227 traffic. 35 Cal Poly CE and LA students have produced four projects in Spring 02, which led to this conclusion. (See attachment). The projects were shown at an exhibition in downtown. The students reports are now in the SLO Community Development Department, at SLO COG (Ron de Carli), at Caltrans District 5 (Dan Herron) and at Cal Poly (E. Jud). Exhibition posters and powerpoint presentations are also available from E. Jud. It is astonishing, that the Feer and Peers report of September 1999 about the Prado Road Extension shows three alternatives (figure 17-19), but leaves out the most logical Buckley Road alignment. As mentioned in our other handouts, it is also unfortunate that the same report works with an oversimplified traffic model. This model does not include the well known fact of "traffic induced by a new road itself". In addition, it totally ignores the considerable influence of alternative transportation and especially of a comprehensive network of bicycle and pedestrians paths away from roads, as built in many cities and proposed by the students.

3. Traffic Report for the EIR
We suggest, that the consultant use the steps of work of the ITE Recommended Practice "Traffic Access and Impact Studies for Site Development" (1991) and, for a modernized traffic model, the report by the Environmental Defense Fund "Inside the Black Box: Making Transportation Models Work for Livable Communities" (1996). In order to be credible, the model must include public transit, bicycles and pedestrians as well as the the main TDM measures in the four traditional modeling steps, namely trip generation, trip distribution, modal split and assignment for all modes.

Level of service (LOS) calculations must also consider the suggestions of the above modeling book and analyze all three non vehicular modes in a context sensitive way, which goes beyond the HCM 2000.

4. Inadequate General Plan of the City may block the project for years. The Circulation Element of the City contains the following mandates in its "Program" points:
"2.8 The City will adopt a short-range Transit Plan (5-year time frame) and a long-range Transit Master Plan (20-year time frame)."
"4.7 The City will adopt a Pedestrian Transportation Plan to encourage walking and to expand facilities that provide pedestrian linkages throughout the community".

Evidently all three of these plans are extremely important for the mega-project and the whole Southern part of town. The City has a Short

Range Transit Plan, but it is older than 5 years. The Long Range Transit Master Plan and the Pedestrian Transportation Plan were not even started , and the Circulation Element is now 9 years old!
Again, this gross omission makes the City vulnerable to litigation. Currently a SLO-case involving, among other points, the promised Pedestrian Transportation Plan, is in the Appellate Court in Ventura. The City appears to be very "forgetful" when it comes to plans for alternative transportation. The sad consequence is, that a much needed SLO-housing project has now been blocked in court for two years.

5. Project Plans
The treatment of public transportation (Bus, perhaps Bus Rapid Transit or rail), bicycles, pedestrians and TDM should be shown not only for the Dallidio and interchange area but all along Prado Road and in the Southern part of town. Especially "preferential treatment" for buses (so far not practiced in SLO) must be clearly documented. Such measures are widely used in other towns and have a high cost benefit ratio.

Thank you for your consideration

Eugene JUD, Fellow Institute of Transportation Engineers

Jud Consultants
POB 1145
San Luis Obispo, CA 93406-1145
Phone and Fax: (805) 545-5919 or 756-1729
http://www.judcons.com

From: Jud, CE, Cal Poly December 2002

To: City of SLO Community Development, Attention: Mr. Glen Matteson
SLOCOG, Director Ron de Carli
Caltrans District 5, Director Gregg Albright

Subject: **Transportation and City Planning in SLO South, Your Help in Spring 2002**

Dear Supporters of Cal Poly:

You were so kind to assist in my class CE x527 "Sustainable Mobility", in Spring 2002. As you remember, we planned a "sustainable city" in SLO South, and had a public exhibition of the four projects in the City/County Library on June 4, 2002 with posters and PowerPoint presentations. The class felt very honored by your assistance and would like to give you the reports of the four projects. Unfortunately, we cannot give you the posters, but they are available from me if you need them for an exhibition.

It is interesting to note that none of the groups chose Prado Road as the main arterial because they felt that it was not a sustainable solution. Practically all groups moved the main traffic either on Tank Farm Road or on Buckley Road. It is somehow astonishing that the City never considered Buckley Road as the main arterial in their study of alternatives. The groups also felt that separate bike paths must be built in most places and not bike lanes attached to a noisy arterial road. The concept of Prado Road as the main East-West arterial appears to not only impact the sports fields, and an Indian burial site heavily, but also the future residents of the Margarita area. The majority of the groups felt that a full freeway interchange at Prado Road would be counter-productive, but they favored public and bicycle transportation in this location in the form of a bridge over the freeway.

I give you the reports, although they are not perfect at all. Maybe you can get some ideas out of them, as this is a hot political topic. I would like to thank you again for your great cooperation, and if you feel that the reports are not useful to you, please just copy some main points out of them and return them to us.

With the best wishes for happy holidays I remain,

Eugene Jud
Faculty, CE/ENVE, Fellow ITE

Enclosure: 4 Student Reports

>>> Michael Sullivan <mcsgday@yahoo.com> 03/10/03 11:00AM >>>
3/10/03- Sent via email to Pam Ricci on 3/10/03 for Dalidio EIR scoping meeting on 3/10/03 at City of San Luis Obispo

To: City of San Luis Obispo
From: Michael Sullivan 1127 Seaward St., San Luis Obispo, CA 93405
Tel. 805-545-9614(home) 805-441-6981 (cell)
Email mcsgday@yahoo.com

ATTN Pam Ricci - Planning Dept. Tel 805-781-7168
RE: EIR Scoping - Dalidio Project(Annexation, Marketplace commercial project, Prado Road /US 101 proposed interchange)

I am unable to attend the EIR Scoping public hearing scheduled for today (10 Mar 2003)at City Hall. Please present the following comments to the City of San Luis Obispo for consideration at the hearing, and as part of the administrative record for the Dalidio proposal.

Matters which the Dalidio project's EIR should address:

(1) The City should present a comprehensive transportation analysis which covers not just the immediate area (Dalidio property and proposed Prado Road / US 101 interchange) but also the impacts the project will have city wide as well as in impacted locations beyond city limits, especially along the entire Prado Road corridor and beyond that to Tank Farm Road, Broad Street, Orcutt Road (inside and outside the city), the airport area, etc. EIR should also address concerns of Cal Trans concerning the proposed Prado Road / US 101 interchange in relation to the overall transportation plan for the city and should take into account the fact that Cal Trans has expressed opposition to the Prado Road interchange. Traffic analysis should be "dovetailed" with analysis of the Margarita area draft EIR which analyzed traffic impacts along Prado Road corridor and other nearby areas. In addition, City should complete its General Plan update to include and/or finalize the Pedestrian and Bicyclist transportation plan guidelines which are required parts of the General Plan which have not yet been developed. Transportation planning for the Dalidio project should not be completed until the Pedestrian and Bicyclist component of the city's General Plan is available in final form.

(2) EIR should include as alternatives the former proposal (which included some housing for the site plan and a significant open space component). EIR should also address as an alternative the conversion of commercially farmed ag land to the possibility of small scale agriculture on a lease arrangement as well

as for community gardens available to use by the public.

(3) Alternatives should include a discussion of preservation of the Dalidio land entirely in agricultural use and should discuss ways to achieve this, e.g. through conservation easements etc.

(4) EIR should have a detailed economic impact component with an analysis of the impacts caused by loss or deferral of city sales tax revenues which would occur because of the way the proposed Prado Road interchange is proposed to be funded. Also, the economic impact component should address economic impacts on other areas of the city (e.g.downtown). This should include a separate study that includes impartial analysis by the city and presents information in addition to the Kotin study (01/2003).

Michael C. Sullivan 3/10/03