

*FINAL*  
**Environmental Impact Report**  
*for the*  
*Four Creeks Rezoning Project*

*SCH #2004071043*



*Prepared for*

City of San Luis Obispo  
Community Development Department  
990 Palm Street  
San Luis Obispo, CA 93401

**October 2005**



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## I. INTRODUCTION

### A. PROJECT BACKGROUND

This Draft Environmental Impact Report (EIR) addresses the proposed rezoning and development of eleven parcels located southwest of the intersection of Broad Street and Orcutt Road in the City of San Luis Obispo. The primary project components include the Tumbling Waters Development Plan (APNs 053-061-046, -047, and -048), the Creekstön Development Plan (APNs 053-221-016, -030, -033, and -036), and four separately owned parcels located along Broad Street that would be subject to the rezone only (APNs 053-221-027, -020, -019, and -018).

The proposed rezoning was initiated by the City Council and the project site is shown in the Housing Element of the City's General Plan as a site to consider for possible rezoning for residential use (Housing Element Policy 6.3.7 and Figure 1). When the rezoning was initiated, the City Council expressed a preference for Planned Development zoning. The project developers have proposed a Planned Development and have presented the proposed project to and received input from various community groups including the City Council, the City Planning Commission, City Planning and Public Works staff, Residents for Quality Neighborhoods, Coalition for Affordable Housing, the San Luis Obispo Chamber of Commerce, and many others.

### B. PURPOSE OF THE EIR

This EIR has been prepared in accordance with the State and City administrative guidelines established to comply with the California Environmental Quality Act (CEQA) of 1970, as amended. Section 15151 of the State CEQA guidelines provides the following standards for EIR adequacy:

*“An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.”*

The purpose of this EIR is to identify the proposed project's significant effects on the environment, to indicate the manner in which such significant effects shall be mitigated or avoided, and to identify alternatives to the proposed project that avoid or reduce these impacts. This EIR is intended to serve as an informational document for use by the City of San Luis Obispo, other responsible agencies, the general public, and decision makers in their consideration and evaluation of the environmental consequences associated with the implementation of the proposed project. This document is provided to the public and decision makers for their review and comment as required by CEQA.

Under the CEQA process, an EIR must serve as a full disclosure document that enables the lead and responsible agencies to fully evaluate potential environmental impacts and the consequences of their decision on a proposed project. This EIR has been written to comply with the requirements of CEQA for the analysis of the proposed project, as well as the development and evaluation of alternatives to the proposed project.

## C. EIR STRUCTURE

Contents of the EIR are outlined below and the Appendices contain background and technical information compiled and developed throughout the environmental review process. Contents of the EIR were determined from the results of an Initial Study prepared by the City and responses from the Notice of Preparation (NOP) for the EIR that was sent to responsible agencies. The Initial Study, the NOP, and comment letters received during the NOP review period are included in Appendix A.

### 1. Scoping Process

In compliance with State CEQA Guidelines, the lead agency has taken steps to maximize opportunities to participate in the environmental process. During the environmental determination process, an effort was made to contact various federal, state, regional and local governmental agencies and other interested parties to solicit comments and inform the public of the proposed project. This included the distribution of the NOP on July 9, 2004, to various agencies, organizations and interested persons throughout the City and surrounding area. The proposed project was described, the scope of the environmental review was identified, and agencies and the public were invited to review and comment on the NOP. The close of the NOP review period was August 9, 2004. Agencies, organizations, and interested parties not contacted or who did not respond to the request for comments about the project during the preparation of the Draft EIR currently have the opportunity to comment during the 45-day public review period on the Draft EIR.

### 2. EIR Contents

The scope of the EIR includes issues identified by the lead agency during the preparation of the NOP for the proposed project, as well as environmental issues raised by agencies and the general public in response to the NOP.

The EIR is divided into the following major sections:

**Introduction.** Provides the purpose of an EIR, scope and content of the document, and the use of the document.

**Summary.** Provides a brief summary of the project description, impacts and mitigation measures, alternatives, growth inducing impacts, and the monitoring program.

**Project Description.** Provides the general background of the project, objectives, a detailed description of the project characteristics, and a listing of necessary permits and government approvals.

**Environmental Setting.** Describes the physical setting and surrounding land uses.

**Environmental Impacts and Mitigation Measures.** Discusses the environmental setting as it relates to the various issue areas, regulatory setting, thresholds of significance, impact assessment and methodology, project-specific impacts and mitigation measures, cumulative impacts, and secondary impacts. The EIR analyzes the potentially significant impacts to the following resource areas, as identified during the preparation of the NOP.

- Biological Resources
- Transportation and Circulation
- Air Quality
- Noise
- Hazards and Hazardous Materials
- Utilities
- Aesthetics
- Additional EIR Workslope Items
  - Geology and Hydrology
  - Cultural Resources
  - Recreation
  - Other

**Alternatives.** Summarizes the environmental advantages and disadvantages associated with the proposed project and the alternatives. Consistent with the CEQA Guidelines, the alternatives analysis discusses impacts on a general, qualitative level rather than a detailed analysis. As required, the “No Project” alternative is included among the alternatives considered. If the No Project alternative is identified as the “Environmentally Superior Alternative”, then the Environmentally Superior Alternative is chosen from the other alternatives.

**Environmental Analysis.** Identifies growth inducing impacts, including the spatial, economic, and/or population growth impacts that may result from implementation of the proposed project. This section also includes a discussion of long-term/short-term productivity and irreversible environmental changes.

**Mitigation Monitoring and Reporting Plan.** This section contains a listing of all mitigation measures contained in the EIR, the requirements of the mitigation measures, the applicant’s responsibility and timing for implementation of these measures, the party responsible for verification, the method of verification, and verification timing.

## D. AGENCY USE OF THE DOCUMENT

The City of San Luis Obispo, as the CEQA lead agency, is responsible for administering the preparation of the EIR and will be responsible for certifying the Final EIR. Lead agency decision makers (i.e., the City Council) will use the EIR as an informational document to assist in the decision-making process, ultimately resulting in the approval, denial or assignment of conditions to the project.

**E. PROJECT SPONSORS AND CONTACT PERSONS**

Key contact persons are as follows:

Lead Agency: City of San Luis Obispo  
Community Development Department  
990 Palm Street  
San Luis Obispo, CA 93401  
Mr. Michael Codron

Project Applicants: Orcutt Associates, LLC  
12790 High Bluff Drive, Ste. 180  
San Diego, CA 92130  
Mr. Randy Jensen

W.E.T., Inc.  
3233 Davis Canon Road  
San Luis Obispo, CA 93401  
Mr. William Tickell

City of San Luis Obispo  
Community Development Department  
990 Palm Street  
San Luis Obispo, CA 93401

Environmental Consultant: Morro Group, Inc.  
1422 Monterey Street, Suite C200  
San Luis Obispo, CA 93401  
Mrs. Sarah Spann

**F. REVIEW OF THE DRAFT EIR**

The Draft EIR was distributed to responsible and trustee agencies, other affected agencies, surrounding cities, and interested parties, as well as all parties requesting a copy of the Draft EIR in accordance with Public Resources Code 21092(b)(3). The Notice of Completion of the Draft EIR was also distributed as required by CEQA. The 45-day public review period began on May 23, 2005. During this period the EIR, including technical appendices, were available for review at the following locations:

San Luis Obispo City/County Library  
995 Palm Street  
San Luis Obispo, CA

City of San Luis Obispo  
Community Development Department  
990 Palm Street  
San Luis Obispo, Ca 93401

On behalf of the lead agency, comments on the Draft EIR were sent to:

Mr. Michael Codron  
City of San Luis Obispo  
Community Development Department  
990 Palm Street  
San Luis Obispo, CA 93401

The 45-day public review period ended on July 15 2005. Written responses to all significant environmental issues raised have been prepared and included as part of the Final EIR and the environmental record for consideration by decision-makers for the project.

**G. FINAL EIR**

In response to comments generated during the Draft EIR public comment period (May 31, 2005 through July 15, 2005), portions of the Final EIR have been revised. Sections that have been revised are in accordance with the responses in Section X of the EIR, and are noted by a vertical line in the right outside margin of each page. Deleted text is shown with ~~striketrough~~ and text that has been added is underlined.

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## II. SUMMARY

This Environmental Impact Report (EIR) assesses the environmental impacts associated with the Four Creeks Rezoning Project. Orcutt Associates, LLC, W.E.T., Inc., and the City of San Luis Obispo are the Applicants. This EIR is an informational document that is being used by the general public and governmental agencies to review and evaluate the proposed rezoning and subsequent development. The reader should not rely exclusively on the Summary section as the sole basis for judgment of the proposed project and alternatives. The EIR in its entirety should be consulted for information about the project's environmental impacts and associated mitigation measures. The Summary section includes a set of Impact Summary Tables. These tables summarize the impacts and mitigation measures for each component of the proposed project. The impacts and mitigation measures are discussed in detail in Section V of the EIR. The Summary section also identifies the various alternatives analyzed as part of the EIR. The details of the alternatives analysis can be found in Section VI of the EIR.

The purposes of the Summary section and Impact Summary Tables are to provide the reader with a brief overview of the proposed project, the anticipated environmental effects, and the potential mitigation measures that could reduce the severity of the impacts associated with the project. This EIR was prepared in accordance with State and City of San Luis Obispo administrative guidelines established to comply with the California Environmental Quality Act (CEQA). In compliance with the CEQA Guidelines, the City of San Luis Obispo (Community Development Dept), as the Lead Agency, prepared an Initial Study for the proposed project and solicited comments through distribution of a Notice of Preparation (NOP). The results of the Initial Study and comments received in response to the NOP were used to help direct the scope of the analysis and the technical studies in this EIR.

A number of Federal, State, and local governmental agencies require an environmental analysis of the proposed project consistent with the requirements of CEQA in order to act on the project. These agencies include the City of San Luis Obispo, the California Department of Fish and Game (CDFG), the U.S. Army Corps of Engineers (ACOE), and the San Luis Obispo County Air Pollution Control District (SLOAPCD).

### A. PROJECT LOCATION

The project site consists of 11 parcels, ranging in size from 0.32 to 7.32 acres totaling approximately 17.7 acres, located southeast of the intersection of Orcutt Road and Broad Street (State Highway 227) in the City of San Luis Obispo. Bishop Creek runs along the western border of the site, and Alrita-Carla Creek runs along the southern border. Sydney Creek and "Escorp Drainage" also traverse the site.

### B. PROJECT OBJECTIVES

The primary objective of the proposed project is to amend the designation on the City's General Plan Land Use Map and rezone the parcels from the C-S-S (Service-Commercial Special Considerations) and M-PD (Manufacturing Planned Development) to R-4-S (High Density Residential Special Considerations) and R-4-PD (High Density Residential Planned Development). Existing land zoned C-S-S along Orcutt Road and Broad Street would be



rezoned to C-S-PD to allow for mixed-use development. These land use designation and zoning changes would allow for the implementation of two development plans, Tumbling Waters and Creekstön, covering different portions of the proposed project site.

The proposed project was initiated in part by a request from the San Luis Obispo City Council to rezone the parcels to allow for high-density housing. In addition to the primary objective identified above, the proposed project incorporates several other community objectives that were identified in meeting and discussions with various community groups. These objectives include the creation of community facilities, providing homes at affordable prices, maximization of the number of units while minimizing building coverage, varied architectural styles, energy efficiency, and several others.

### **C. PROJECT COMPONENTS**

The proposed Four Creeks Rezoning Project involves the rezoning and/or development of three primary project components: Tumbling Waters, Creekstön, and four separately owned parcels located on Broad Street, collectively referred to as the Broad Street Parcels (refer to Figure III-4).

The Tumbling Waters component would include 175 residential units on 11.63 acres. The homes within the development would consist of two different residential product types: 152 fourplex units (three-story units over basement garages, ranging from 773 to 1,456 square feet) and 23 duplex units (two-story units over basement garages, ranging from 1,349 to 1,465 square-foot), for a total of 175 homes. In addition, there would be a 2,750 square-foot multipurpose building and fitness center, children's playground, and water gardens located within the core of the development as well as a paved outdoor plaza that includes a school bus drop-off/pick-up.

The Creekstön component of the proposed project would include a total of 86 residential units, approximately 7,200 square feet of commercial floor area, and a 2,500 square foot day care facility on approximately 5.3 acres. The portions of the Creekstön component fronting Orcutt Road and Broad Street are proposed mixed-use building types, which include commercial floor area with residential lofts above.

The remaining land along Broad Street proposed for rezoning includes approximately 1.8 acres on four separate properties. The properties are currently developed with residential uses. Under the proposed zoning, a total of 24 two-bedroom units could be developed. As a conservative measure, in order to account for possible density bonuses, etc., this EIR assumes a maximum development potential of 36 two-bedroom units.

## D. IMPACT SUMMARY TABLES

The tables on the following pages provide a summary of the potential impacts of the proposed project. The mitigation measures associated with each impact are to be implemented by the project applicant in order to reduce the environmental impacts to a level of insignificance are also summarized. In accordance with CEQA, the Summary Tables identify the following types of potential impacts associated with the proposed development.

**Class I Impacts**—Significant environmental impacts that cannot be fully mitigated or avoided. The decision maker must adopt a “Statement of Overriding Considerations” as required under CEQA Guidelines Section 15093 if the project is approved.

**Class II Impacts**—Significant environmental impacts that can be feasibly mitigated or avoided. The decision maker must issue “Findings” under CEQA Guidelines Section 15091(a) if the project is approved.

**Class III Impacts**—Environmental impacts which are adverse but not significant for which the decision maker does not have to adopt “Findings” under CEQA.

<b>TABLE II-1 - Class I Impacts</b> <b>Unavoidable Significant Environmental Impacts</b> (Decision-maker must issue a "Statement of Overriding Considerations" under CEQA Guidelines Section 15093 if the project is approved.)			
Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
<b>AIR QUALITY (AQ)</b>			
<b>AQ Impact 8</b> The project, combined with all other future projects in the area would result in significant cumulative, direct long-term operational impacts to air quality.	Long-term	Implement mitigation measures <b>AQ/mm-1</b> through <b>AQ/mm-15</b> .	Cumulatively significant, unavoidable, and adverse.

<b>TABLE II-2 - Class II Impacts</b> <b>Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided</b> (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)			
Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
<b>BIOLOGICAL RESOURCES (BR)</b>			
<b>BIO Impact 1</b> Construction and operation of the project has potential to indirectly impact aquatic habitats located within the site and downstream from the site.	Long-term	<p><b>BIO/mm-1</b> Prior to construction, the applicant shall prepare a Storm Water Pollution Prevention Plan (SWPPP), which shall include detailed sediment and erosion control plans submitted to the City of San Luis Obispo for approval. The SWPPP shall specifically address protection of drainages, and riparian and wetland resources on and adjacent to the project site. Compliance shall be verified by the project environmental monitor through submission of compliance reports.</p> <p><b>BIO/mm-2</b> To avoid erosion and downstream sedimentation, and to avoid impacts to aquatic species, no work in drainages shall occur during the rainy season (November 1 through April 30).</p> <p><b>BIO/mm-3</b> Equipment access and construction shall be conducted from the banks rather than from within drainages. No equipment shall be staged and no temporary placement of fill shall occur in drainages.</p> <p><b>BIO/mm-4</b> Soil stockpiles shall not be placed in areas that have potential to experience significant runoff during the rainy season. All project-related spills of hazardous materials within or adjacent to project sites shall be cleaned up immediately. Spill prevention and cleanup materials shall be on-site at all times during construction. Cleaning and refueling of equipment and vehicles shall occur only within designated staging areas. The staging areas shall conform to standard BMPs applicable to attaining zero discharge of stormwater runoff. No maintenance, cleaning or fueling of equipment shall occur within wetland or riparian areas, or within 50 feet of such areas. At a minimum, all equipment and vehicles shall be checked and maintained on a daily basis to ensure proper operation and to avoid potential leaks or spills.</p>	Less than significant with mitigation.

TABLE II-2 - Class II Impacts Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)			
Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
		<p><b>BIO/mm-5</b> During construction and operation, <u>permanent</u> installation of filtration devices designed to remove oil, grease, and other potential pollutants from stormwater runoff shall be required for all project storm water runoff directed to drainages traversing the project site.</p> <p><b>BIO/mm-6</b> If surfactants or herbicides are used at any time on the project site, application of surfactants or herbicide shall not occur within 20 feet of drainages/riparian area, in compliance with the City's riparian setback requirements.</p>	
<p><b>BIO Impact 2</b> Riparian habitat would be permanently removed or impacted by project implementation, resulting in significant adverse impacts to riparian resources.</p>	Long-term	<p><b>BIO/mm-7</b> At the time of application of grading permits, all riparian areas and 20-foot setback boundaries shall be shown on all construction plans. The riparian areas and 20-foot setback boundaries shown on grading plans shall be based on the field data collected as part of the EIR analysis, as presented in Figure BIO-2. All riparian vegetation planned for removal shall be specified on construction plans. Except for activities requiring removal of riparian trees and associated understory vegetation that are specified on construction plans, all ground disturbances and vegetation removal shall be prohibited within the 20-foot setback from the outer edge of the riparian canopy of any drainage onsite.</p> <p><b>BIO/mm-8</b> In order to protect existing native trees (i.e. California black walnut, western sycamore, Fremont cottonwood, coast live oak, arroyo willow, red willow, blue elderberry, California bay), native riparian understory vegetation (i.e. California blackberry, mugwort, stinging nettle), and minimize adverse effects of grading and construction onsite, the applicant shall implement a Riparian Habitat Revegetation and Restoration Plan in consultation with the CDFG and the City Natural Resources Manager. A qualified restoration biologist and/or horticulturalist, approved by the City of San Luis Obispo, shall be retained by the applicant to prepare the Riparian Habitat Revegetation and</p>	Less than significant with mitigation.

**TABLE II-2 - Class II Impacts**  
**Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided**  
 (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)

Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
		<p>Restoration Plan, complete with success criteria goals and a five-year monitoring schedule. The qualified biologist shall supervise site preparation, timing, species utilized, planting installation, maintenance, monitoring, and reporting of the revegetation/restoration efforts.</p> <p>If impacts to riparian trees or riparian understory vegetation cannot be avoided, the impacts shall be minimized to the extent practicable. No ground disturbance including grading for buildings, access roads, easements, subsurface grading, sewage disposal, and well placement shall occur within the critical root zone of any native tree unless specifically authorized by the Revegetation and Restoration Plan. The Revegetation and Restoration plan shall include the following:</p> <ul style="list-style-type: none"> <li>a. An exhibit (i.e. map) showing the location, identification, diameter, and critical root zone of all native trees located onsite.</li> <li>b. Fencing of all trees to be protected at or outside of the critical root zone or at the 20-foot setback boundary, whichever is greater. Fencing shall be at least three feet in height of material acceptable to the City of San Luis Obispo and shall be staked every six feet. The applicant shall place signs stating "tree protection area" at 15-foot intervals on the fence. The fencing and signs shall be shown on the tree protection exhibit, shall be installed prior to grading permit approval, and shall remain in place throughout all grading and construction activities.</li> <li>c. Identification of any areas where landscaping, grading, trenching, or construction activities would encroach within the critical root zone of any native or specimen tree. All encroachment is subject to review and approval by the City of San Luis Obispo.</li> </ul>	

**TABLE II-2 - Class II Impacts**  
**Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided**  
 (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)

Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
		<ul style="list-style-type: none"> <li>d. Location of construction equipment staging and storage areas shown on the tree protection exhibit. All construction equipment staging and storage areas shall be located outside of the 20-foot riparian setback and other sensitive habitat areas, and shall be depicted on project plans submitted for land use clearance. No construction equipment shall be parked, stored, or operated within the protected area. No fill soil, rocks, or construction materials shall be stored or placed within the protected area.</li>   <li>e. Identification of all proposed utility corridors and irrigation lines shown on the tree protection exhibit. New utilities shall be located within roadways, driveways, or a designated utility corridor such that impacts to trees are minimized.</li>   <li>f. Any proposed tree wells or retaining walls shown on the tree protection plan exhibit, as well as grading and construction plans, and located outside of the critical root zone of all protected trees unless specifically authorized.</li>   <li>g. Any encroachment within the critical root zone of native trees adhering to the following standards:                         <ul style="list-style-type: none"> <li>i. Any paving shall be of pervious material (e.g. gravel, brick without mortar).</li> <li>ii. Any trenching required within the critical root zone of a protected tree shall be done by hand.</li> <li>iii. Any roots one inch in diameter or greater encountered during grading or trenching shall be cleanly cut and sealed.</li> </ul> </li>   <li>h. All trees located within 20 feet of buildings protected from stucco and/or paint during construction.</li> </ul>	

**TABLE II-2 - Class II Impacts**  
**Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided**  
 (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)

Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
		<ul style="list-style-type: none"> <li>i. No permanent irrigation within the critical root zone of any native tree. Drainage plans shall be designed so that tree trunk areas are properly drained to avoid ponding.</li> <li>j. Remove only trees designated for removal on the approved tree protection plan.</li> <li>k. Replace in-kind any native trees that are removed, relocated, and/or damaged on a 3:1 ratio with either one-gallon sized saplings grown from seed obtained from drainages traversing the project site or commercially available one-gallon plantings. When necessary to remove a tree and feasible to replant, trees shall be boxed and replanted. In addition, replace in-kind any native riparian understory vegetation (e.g. California blackberry) that is removed, relocated, and/or damaged basis with either one-gallon sized plantings grown from seed obtained from drainages traversing the project site or commercially available one-gallon plantings. Acreage of riparian understory vegetation removed will be quantified and replaced on a ratio of 3:1. The plantings shall be protected from predation by wild and domestic animals, and from human interference by the use of staked, chain link fencing and gopher fencing during the maintenance period.</li> </ul> <p><b>BIO/mm-9</b> Prior to issuance of grading permit, the applicant shall obtain all necessary permits, approvals, and authorizations from jurisdictional agencies. These may include, but may not be limited to: (1) ACOE Section 404 Nationwide Permit or Individual Permit for impacts to ACOE jurisdictional wetlands or other waters; (2) RWQCB Section 401 Water Quality Certification for discharges "Waters of the U.S." and/or "Waters of</p>	



**TABLE II-2 - Class II Impacts**  
**Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided**  
 (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)

Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
		<p>the State"; and (3) CDFG Section 1602 Streambed Alteration Agreement for activities within the tops of banks or outer edges of riparian canopies (whichever extends furthest from the streambeds) of drainages.</p> <p><b>BIO/mm-10</b> Prior to construction, the applicant shall provide funding for a qualified, City-approved environmental monitor for the construction phase of the project to ensure compliance with EIR mitigation measures, the Revegetation and Restoration Plan, any applicable permit conditions, and any conditions required by the City of San Luis Obispo. The environmental monitor shall be under contract to the City. The monitor shall be responsible for (1) ensuring that procedures for verifying compliance with environmental mitigations are followed; (2) lines of communication and reporting methods; (3) daily and weekly reporting of compliance; (4) construction crew training regarding environmentally sensitive areas; (5) authority to stop work; and (6) action to be taken in the event of non-compliance. Monitoring shall be at a frequency and duration determined by the affected natural resource agencies (e.g., ACOE, RWQCB, CDFG, and the City of San Luis Obispo).</p> <p><b>BIO/mm-11</b> If onsite mitigation to permanent loss of riparian habitat is not feasible, an offsite riparian mitigation component shall be incorporated into the Revegetation and Restoration Plan, subject to review and approval by jurisdictional agencies. Plans for off-site mitigation shall include a monitoring schedule and success criteria to ensure that onsite and any offsite restoration/enhancement efforts are successful.</p>	
<p><b>BIO Impact 3</b> Wetlands would be permanently removed or impacted by project implementation, resulting in significant adverse impacts to wetland resources.</p>	<p>Long-term</p>	<p><b>BIO/mm-12</b> If impacts to wetlands cannot be avoided, the impacts shall be minimized to the extent practicable. All wetland vegetation planned for removal shall be specified on construction plans. Except for activities requiring removal of wetland vegetation that are specified on construction plans, all ground disturbances and vegetation removal shall be prohibited</p>	<p>Less than significant with mitigation.</p>

<p align="center"><b>TABLE II-2 - Class II Impacts</b>  <b>Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided</b>                      (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)</p>			
Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
		<p>within a 20-foot setback from the outer edge of the riparian canopy of any drainage onsite. All riparian areas and 20-foot setback boundaries shall be shown on all grading plans.</p> <p><b>BIO/mm-13</b> The applicant shall incorporate a wetland mitigation component into the Revegetation and Restoration Plan outlined in BIO/mm-2, which shall include the following:</p> <ul style="list-style-type: none"> <li>a. An exhibit (i.e. map) showing the location, of all wetland vegetation located onsite.</li> <li>b. <u>Only hand removal of wetland vegetation. If impacts to wetlands are proposed, the method of wetland vegetation removal shall be determined by the ACOE Nationwide Permit, or by the landscape contractor if no guidance is provided by ACOE.</u> If feasible, wetland vegetation removed shall be salvaged as plugs or plantings for revegetation/restoration.</li> <li>c. <u>If impacts to wetlands are proposed, the Plan shall include a requirement to</u> replace in-kind any wetland vegetation removed, relocated, and/or damaged on a 3:1 basis with plugs or plantings obtained from drainages traversing the project site, or commercially available plugs or plantings.</li> </ul> <p><b>BIO/mm-14</b> If on-site mitigation to permanent loss of wetlands is not feasible, an off-site wetland mitigation component shall be incorporated into the Revegetation and Restoration Plan, subject to review and approval by jurisdictional agencies. Plans for off-site mitigation shall include a monitoring schedule and success criteria to ensure that onsite and any offsite restoration/enhancement efforts are successful.</p>	

**TABLE II-2 - Class II Impacts**  
**Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided**  
 (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)

Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact								
<p><b>BIO Impact 4</b> Ruderal vegetation/disturbed annual grassland habitat would be permanently removed or impacted by project implementation, resulting in significant, adverse impacts to sensitive plant species.</p>	<p>Long-term</p>	<p><b>BIO/mm-15</b> Prior to ground disturbance, botanical surveys shall be conducted to determine presence or absence of Obispo Indian paintbrush, Jones's layia, or adobe sanicle in annual grasslands within the project site. A minimum of three botanical surveys shall be scheduled to occur throughout the February to May blooming (identification) period, according to the following table, prior to scheduled site disturbance.</p> <table border="1" data-bbox="982 618 1665 800"> <thead> <tr> <th>Sensitive Plant Species</th> <th>Blooming/Identification Period</th> </tr> </thead> <tbody> <tr> <td>Obispo Indian Paint Brush</td> <td>April</td> </tr> <tr> <td>Jones layia</td> <td>March - May</td> </tr> <tr> <td>Adobe sanicle</td> <td>February - May</td> </tr> </tbody> </table> <p>If sensitive plant species are identified within the project site the applicant shall implement a Sensitive Plant Species Revegetation and Restoration Plan in consultation with CDFG and the City Natural Resources Manager. A qualified biologist and/or botanist, approved by the City of San Luis Obispo shall be retained by the applicant to prepare the Sensitive Plant Species Revegetation and Restoration Plan, complete with success criteria goals and a five-year monitoring schedule. The qualified biologist shall supervise site preparation, timing, species utilized, planting installation, maintenance, monitoring, and reporting of the revegetation/restoration efforts. The following measures shall be incorporated into the Sensitive Plant Species Revegetation and Restoration Plan.</p> <p>a. In areas not permanently displaced by new development, ruderal vegetation/disturbed annual grassland shall be revegetated and restored using topsoil salvage, restoring disturbed areas to</p>	Sensitive Plant Species	Blooming/Identification Period	Obispo Indian Paint Brush	April	Jones layia	March - May	Adobe sanicle	February - May	<p>Less than significant with mitigation.</p>
Sensitive Plant Species	Blooming/Identification Period										
Obispo Indian Paint Brush	April										
Jones layia	March - May										
Adobe sanicle	February - May										

**TABLE II-2 - Class II Impacts**  
**Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided**  
 (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)

Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
		<p>original contours, and hydroseeding impacted areas with a seed mix characteristic of the grasslands onsite. Appropriate species for erosion control and eventual native shrub and herb cover shall be utilized. Because native grassland species are likely to be out-competed by non-native species, a ground cover mix is recommended for impacted ruderal vegetation/annual grassland areas. Topsoil salvage methods and seed mixes shall be specified in the Sensitive Plant Species Revegetation and Restoration Plan. Hydroseeded areas shall be monitored by a qualified restoration biologist and/or horticulturalist for viability and overall success, with additional recommendations as necessary.</p> <p>b. If Obispo Indian paintbrush, Jones's layia, or adobe sanicle are identified on the proposed project site, the locations of these populations shall be clearly included on an exhibit (i.e. map). These populations shall be flagged by a qualified biologist and protected with temporary fencing prior to construction. These areas to be protected shall be shown on all applicable construction plans. The protection devices shall be installed by the applicant and verified by the Environmental Monitor prior to any grubbing or vegetation removal. Sensitive plant species protective measures shall remain in place throughout the grading and construction phases.</p> <p>c. If avoidance of Obispo Indian paintbrush, Jones's layia, or adobe sanicle in ruderal vegetation/disturbed annual grassland habitat is not feasible, the applicant shall specify an onsite mitigation strategy in the Sensitive Plant Species Revegetation and Restoration Plan shall specify an onsite mitigation strategy that identifies the following:</p>	

**TABLE II-2 - Class II Impacts**  
**Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided**  
 (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)

Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
		<ul style="list-style-type: none"> <li>i. Suitable onsite mitigation locations based on soil type, hydrologic conditions, and proximity to existing sensitive species populations;</li> <li>ii. Seed collection requirements and protocol;</li> <li>iii. Soil seed bank conservation strategies;</li> <li>iv. Mitigation site preparation techniques;</li> <li>v. Seeding regimen;</li> <li>vi. Mitigation site maintenance schedule, including weed abatement strategies, erosion control monitoring, etc.; and,</li> <li>vii. Monitoring requirements.</li> </ul> <p><b>BIO/mm-16</b> If onsite mitigation to permanent loss of sensitive plant populations in annual grassland habitat is not feasible, an offsite sensitive plant mitigation component shall be incorporated into the Sensitive Plant Species Revegetation and Restoration Plan, subject to review and approval by CDFG and the City Natural Resources Manager. The Sensitive Plant Species Revegetation and Restoration Plan shall identify an offsite area that can be restored with the identified sensitive plant species. Such a site must have the following components.</p> <ul style="list-style-type: none"> <li>a. The offsite area is owned or controlled by a non-profit or governmental agency;</li> <li>b. It is shown that the intent for the area will be to protect it in perpetuity with the primary goal to reestablish and maintain native habitat;</li> <li>c. There is comparable area available for sensitive plant species restoration;</li> <li>d. It is within close proximity of the subject property;</li> <li>e. The offsite mitigation area is clearly shown to have all the necessary requirements for successful reestablishment of the</li> </ul>	

**TABLE II-2 - Class II Impacts**  
**Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided**  
 (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)

Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
		<p>plant/habitat (that will be better than or equal to the sensitive plant habitat being eliminated) without the need for any long-term artificial maintenance;</p> <p>In addition, the Sensitive Plant Species Revegetation and Restoration Plan shall specify an offsite mitigation strategy that identifies the following:</p> <ul style="list-style-type: none"> <li>f. If feasible, the sensitive plant species located onsite and/or their seed shall be used for the offsite mitigation area, as determined appropriate by the biologist/botanist;</li> <li>g. Seed collection requirements and protocol;</li> <li>h. Soil seed bank conservation strategies;</li> <li>i. Mitigation site preparation techniques;</li> <li>j. Seeding regimen;</li> <li>k. Mitigation site maintenance schedule, including weed abatement strategies, erosion control monitoring, etc.;</li> <li>l. Submittal of a cost estimate by a qualified individual for: property acquisition, site evaluation reporting; all restoration work, and monitoring/maintenance/remedial work for at least 5 years;</li> <li>m. Establishment of a bond for the cost estimate to be held by the City until the 5 year time period is up or until sensitive plant species restoration is determined to be successful by City Natural Resources Manager, whichever is greater;</li> <li>n. If offsite mitigation area fails, bond shall be applied to establishing a second area.</li> </ul>	
<p><b>BIO Impact 5</b> Construction of the project has potential to impact sensitive plant species including Obispo Indian paintbrush, Jones's layia, and adobe sanicle.</p>	<p>Short-term</p>	<p>Implement <b>BIO/mm-15</b> and <b>-16</b>.</p>	<p>Less than significant with mitigation.</p>
<p><b>BIO Impact 6</b> Construction of the project has potential to impact monarch butterfly winter roosting habitat.</p>	<p>Short-term</p>	<p><b>BIO/mm-17</b> Prior to construction, if construction activities are scheduled to occur between November 1 and March 1, a qualified biologist shall</p>	<p>Less than significant with</p>

<b>TABLE II-2 - Class II Impacts</b> <b>Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided</b> (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)			
Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
		conduct surveys for overwintering monarch butterflies. Overwintering monarch butterfly surveys shall consist of a preconstruction survey prior to eucalyptus tree removal, with weekly surveys continuing thereafter until March 31. If no roosts are observed within the project site, then no further mitigation is required. If active roosts are observed, then tree removal activities shall be delayed and an appropriate setback for other construction-related activities shall be maintained until monarch butterflies have migrated from the site. Tree removal shall be monitored and documented by the biological monitor regardless of time of year.	mitigation.
<b>BIO Impact 7</b> Construction of the project has potential to impact nesting birds.	Short-term	<b>BIO/mm-18</b> Prior to construction, if construction activities are scheduled to occur during the typical bird nesting season (from March 1 to August 31) a qualified biologist shall be retained to conduct a preconstruction survey (approximately 1 week prior to construction) to determine presence/absence for tree-nesting birds within riparian corridors and ground-nesting birds within annual grasslands onsite. If no nesting activities are detected within the proposed work area, noise-producing construction activities may proceed and no further mitigation is required. If nesting activity is confirmed during preconstruction nesting surveys or at any time during the monitoring of construction activities, work activities shall be delayed within 100 feet of active nests until the young birds have fledged and left the nest. In addition, the results of the surveys will be passed immediately to the CDFG and the City Natural Resources Manager, possibly with recommendations for buffer zone changes, as needed, around individual nests. Tree removal in riparian zones shall be monitored and documented by the biological monitor regardless of time of year.	Less than significant with mitigation.
<b>BIO Impact 8</b> The cumulative losses of riparian habitat, wetlands, and annual grassland habitat resulting from the proposed project in conjunction with the cumulative development scenario would result in impacts to biological resources.	Long-term	Implement <b>BIO/mm-1</b> through <b>BIO/mm-18</b> .	Less than significant with mitigation.

TABLE II-2 - Class II Impacts Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)			
Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
<b>TRANSPORTATION/CIRCULATION (TC)</b>			
<p><b>TR Impact 1</b> The proposed project would cause the intersection of Broad Street and South Street to degrade from LOS D under Baseline Conditions to LOS E under Baseline Plus Project Conditions.</p>	<p>Long-Term</p>	<p><del>TR/mm-1 The project applicants shall be responsible for the following intersection improvement:-</del></p> <p><del>a. Convert one northbound through lane into a second left turn lane at the intersection of Broad Street and South Street. The left turn phasing for the northbound and southbound approaches shall be modified to accommodate lead-lag left turn phasing. To implement the mitigation measure, the applicant shall perform the following actions:</del></p> <p><del>Prior to development plan approval, the applicants shall:</del></p> <ul style="list-style-type: none"> <li><del>-Prepare construction drawings for the improvements and submit to the City of San Luis Obispo;</del></li> <li><del>-Apply for obtain all necessary permits, approvals, and authorizations from the City of San Luis Obispo Public Works Department; and,</del></li> <li><del>-Submit approved plans along with an encroachment application and payment of any encroachment fees to Caltrans.</del></li> </ul> <p><del>Prior to issuance of occupancy permit the applicants shall:</del></p> <ul style="list-style-type: none"> <li><del>-Obtain all necessary permits, approvals, and authorizations from the City of San Luis Obispo Public Works Department;</del></li> <li><del>-Submit Caltrans issued encroachment permit to the City of San Luis Obispo; and,</del></li> <li><del>-Fund and construct the intersection improvements based on plans approved by the City of San Luis Obispo.</del></li> </ul> <p><del>Or,</del></p> <p><del>b. Widen the westbound approach (Santa Barbara Street) of the Broad Street/South Street intersection to provide two left turn lanes and one</del></p>	<p>Less than significant with mitigation.</p>



**TABLE II-2 - Class II Impacts**  
**Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided**  
 (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)

Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
		<p><del>shared through/right turn lane. To implement the mitigation measure, the applicant shall perform the following actions:</del></p> <p><del>Prior to development plan approval, the applicants shall:</del></p> <ul style="list-style-type: none"> <li><del>-Prepare construction drawings for the improvements and submit to the City of San Luis Obispo;</del></li> <li><del>-Apply for obtain all necessary permits, approvals, and authorizations from the City of San Luis Obispo Public Works Department; and,</del></li> <li><del>-Submit approved plans along with an encroachment application and payment of any encroachment fees to Caltrans.</del></li> </ul> <p><del>Prior to issuance of occupancy permit the applicants shall:</del></p> <ul style="list-style-type: none"> <li><del>-Obtain all necessary permits, approvals, and authorizations from the City of San Luis Obispo Public Works Department;</del></li> <li><del>-Submit Caltrans-issued encroachment permit to the City of San Luis Obispo; and,</del></li> <li><del>-Fund and construct the intersection improvements based on plans approved by the City of San Luis Obispo.</del></li> </ul> <p><u>TR/mm-1 Prior to issuance of building permits, the applicants shall design, subject to approval of the Public Works Director, the following improvement:</u></p> <ul style="list-style-type: none"> <li><u>a. Convert one northbound through lane into a second left-turn lane at the intersection of Broad Street and South Street. The left-turn phasing for the northbound and southbound approaches shall be modified to accommodate lead-lag left-turn phasing.</u></li> </ul> <p><u>Prior to issuance of occupancy permits, the applicants shall either; 1) complete the improvements identified within this mitigation measure subject to review, inspection and permit issuance by the City and</u></p>	

<p align="center"><b>TABLE II-2 - Class II Impacts</b>  <b>Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided</b>                      (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)</p>			
Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
		<p><u>Caltrans, or 2) subject to approval of the Director of Public Works, deposit a mitigation fee in an amount equal to the estimated construction costs of the improvements identified within this mitigation measure and request that the City become the lead entity in processing a Caltrans Encroachment Permit for the required work.</u></p> <p><u>The applicants may request that the City enter into a reimbursement agreement for costs associated with improvements that are beyond the scope of the development project. The reimbursement agreement will be at the sole discretion of the City and final cost estimates and reimbursement amounts will be subject to prior approval of the Director of Public Works. The amount of reimbursement shall be as determined by the Public Works Director, taking into consideration the project's percentile contribution to traffic volumes caused by other known development projects at this intersection, or the percentile increase in average vehicle delay attributable to project traffic.</u></p>	
<p><b>TR Impact 2</b> The proposed project would exacerbate unacceptable operations at the unsignalized intersection of Broad Street and Capitolio Way. The westbound approach is projected to operate at LOS F under both Baseline and Baseline Plus Project Conditions and the volumes exceed the minimum thresholds for the peak-hour signal warrant.</p>	Long-term	<p><del>TR/mm 2 The applicants shall be responsible for the following intersection improvement:-</del></p> <p><del>The installation of a signal, with a 90 second cycle length, would improve the level of service from LOS F to LOS B (16.0 seconds of delay). Traffic signal interconnect and coordination for the proposed signal at Capitolio Way and the existing Broad Street signals between Orcutt Road and Industrial Way are also required to improve roadway segment operations. To implement the mitigation measure, the applicants shall perform the following actions:-</del></p> <p><del>Prior to development plan approval, the applicants shall:</del></p> <p><del>-Prepare construction drawings for the improvements and submit to the City of San Luis Obispo;</del></p>	Less than significant with mitigation.

**TABLE II-2 - Class II Impacts**  
**Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided**  
 (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)

Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
		<p><del>Apply for obtain all necessary permits, approvals, and authorizations from the City of San Luis Obispo Public Works Department; and,</del>  <del>Submit approved plans along with an encroachment application and payment of any encroachment fees to Caltrans.</del></p> <p><del>Prior to issuance of occupancy permit the applicants shall:</del>  <del>Obtain all necessary permits, approvals, and authorizations from the City of San Luis Obispo Public Works Department;</del>  <del>Submit Caltrans issued encroachment permit to the City of San Luis Obispo; and,</del>  <del>Fund and construct the intersection improvements based on plans approved by the City of San Luis Obispo.</del></p> <p><u>TR/mm-2 If, prior to issuance of occupancy permits, improvements at the intersection of Capitolio/Broad Street have not been completed by adjacent development, the project applicants shall design and install improvements to the Capitolio Road/Broad Street intersection. These improvements shall include the widening of westbound Capitolio, including curb and gutter installation and street paving and the striping of a dedicated left turn lane and separate right-turn lane for access onto Broad Street. The applicants may request that a reimbursement agreement be created for a portion of the improvement costs at the time that the improvements are actually installed. The amount of reimbursement shall be as determined by the Public Works Director, taking into consideration the project's percentile contribution to forecasted traffic volume at the Capitolio-Broad intersection, or the percentile increase in average vehicle delay attributable to project traffic.</u></p>	
<p><b>TR Impact 3</b> The proposed project would exacerbate unacceptable operations at the unsignalized intersection of Laurel Lane and Orcutt Road. The southbound left-turn movement/approach is projected</p>	<p>Long-term</p>	<p><b>TR/mm-3</b> The applicants shall be responsible for the following intersection improvements:</p> <ul style="list-style-type: none"> <li>Install a traffic signal <del>with a 70 second cycle length and including a</del></li> </ul>	<p>Less than significant with mitigation.</p>

<p align="center"><b>TABLE II-2 - Class II Impacts</b>  <b>Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided</b>                      (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)</p>			
Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
<p>to operate at LOS F under both Baseline and Baseline Plus Project Conditions. The peak-hour volume warrant is satisfied under Baseline Plus Project Conditions. The proposed project would increase traffic at this intersection, which has a high collision rate and is ranked as the most dangerous intersection for collisions out of those intersections consisting of two arterial streets.</p>		<p>southbound right-turn overlap phase (southbound vehicles turn right when eastbound vehicles turn left) to provide acceptable (LOS A) operations, <del>and</del>  <del>Widen the east leg of the intersection to accommodate the widening of Orcutt Road (widening of Orcutt Road adjacent to the project site is required to mitigate roadway segment impacts see discussion below).</del></p> <p>To implement the mitigation measure, the applicants shall perform the following actions.</p> <p>Prior to <del>development plan approval</del> <u>issuance of building permits</u>, the applicants shall:</p> <ul style="list-style-type: none"> <li>• Prepare construction drawings for the improvements and submit to the City of San Luis Obispo Public Works Department;</li> <li>• Apply for obtain all necessary permits, approvals, and authorizations from the City of San Luis Obispo Public Works Department.</li> </ul> <p>Prior to issuance of occupancy permit the applicants shall:</p> <ul style="list-style-type: none"> <li>• Obtain all necessary permits, approvals, and authorizations from the City of San Luis Obispo Public Works Department;</li> <li>• Fund and construct the intersection improvements based on plans approved by the City of San Luis Obispo.</li> </ul>	
<p><b>TR Impact 5</b> The proposed project would exacerbate unacceptable operations for the roadway segment of Orcutt Road, between Broad Street and Laurel Lane.</p>	Long-term	<p><del>TR/mm 4 The project applicants shall be responsible for the following intersection improvements:</del></p> <p><del>Provide an additional through lane in each direction along Orcutt Road, between Broad Street and Laurel Lane. The alignment of Orcutt Road, with the widening, would shift southwards near Duncan Road/Sacramento Drive and transition northwards before Laurel Lane. This alignment was set by City Council in 1994 (see Ordinance No. 1269). The widening of Orcutt Road shall incorporate state and city</del></p>	<p>Less than significant with mitigation.</p>

**TABLE II-2 - Class II Impacts**  
**Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided**  
 (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)

Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
		<p><del>design standards:</del></p> <p><del>Provide bicycle lanes in both directions and left turn pockets in both directions at McMillian Avenue and Duncan Road/Sacramento Drive with the widening of Orcutt Road.</del></p> <p><del>To implement the mitigation measure, the applicants shall perform the following actions:</del></p> <p><del>Prior to development plan approval, the applicants shall:</del></p> <ul style="list-style-type: none"> <li><del>-Prepare construction drawings for the improvements according to applicable state and city standards and submit to the City of San Luis Obispo;</del></li> <li><del>-Apply for obtain all necessary permits, approvals, and authorizations from the City of San Luis Obispo Public Works Department; and,</del></li> <li><del>-Submit approved plans along with an encroachment application and payment of any encroachment fees to Caltrans.</del></li> </ul> <p><del>Prior to issuance of occupancy permit the applicants shall:</del></p> <ul style="list-style-type: none"> <li><del>-Obtain all necessary permits, approvals, and authorizations from the City of San Luis Obispo Public Works Department;</del></li> <li><del>-Submit Caltrans issued encroachment permit to the City of San Luis Obispo; and,</del></li> <li><del>-Fund and construct the roadway improvements based on plans approved by the City of San Luis Obispo.</del></li> </ul> <p><u>TR/mm-4 Prior to issuance of occupancy permits, the project applicants shall install, subject to approval of the Public Works Director, the following improvements:</u></p> <ul style="list-style-type: none"> <li><u>• Provide an additional through lane in each direction along Orcutt</u></li> </ul>	

**TABLE II-2 - Class II Impacts**  
**Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided**  
 (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)

Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
		<p><u>Road, between Broad Street and the Union Pacific Railroad right-of-way. The alignment of Orcutt Road, with the widening, would shift southwards near Duncan Road/Sacramento Drive and transition northwards before the railroad tracks. This alignment was set by City Council in 1994 (see Ordinance No. 1269). The widening of Orcutt Road shall incorporate state and city design standards.</u></p> <ul style="list-style-type: none"> <li><u>Provide bicycle lanes and sidewalks in both directions and left-turn pockets in both directions at McMillian Avenue and Duncan Road/Sacramento Drive with the widening of Orcutt Road.</u></li> </ul> <p><u>In addition, prior to issuance of occupancy permits, the applicants shall either; 1) complete the following improvements subject to review, inspection and permit issuance by the City, the California Public Utilities Commission (CPUC), and Union Pacific Railroad, or 2) subject to approval of the Director of Public Works, deposit a mitigation fee in an amount equal to the estimated construction costs of said project and request that the City become the lead entity in processing a CPUC Encroachment Permit for said work.</u></p> <ul style="list-style-type: none"> <li><u>Provide an additional through lane in each direction along Orcutt Road, between Union Pacific Railroad right-of-way and Laurel Lane.</u></li> <li><u>Provide bicycle lanes and sidewalks in both directions and left-turn pockets in both directions at Laurel Lane with the widening of Orcutt Road.</u></li> </ul> <p><u>The applicants may request that the City enter into a reimbursement agreement for costs associated with improvements that are beyond the scope of the development project. The reimbursement agreement will be at the sole discretion of the City and final cost estimates and reimbursements amount will be subject to prior approval of the Director of</u></p>	

<b>TABLE II-2 - Class II Impacts</b> <b>Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided</b> (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)			
Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
		<p><u>Public Works. The amount of reimbursement shall be as determined by the Public Works Director, taking into consideration the project's percentile contribution to traffic volumes caused by other known development projects at this intersection, or the percentile increase in average vehicle delay attributable to project traffic.</u></p>	
<p><b>TR Impact 6</b> The proposed project would generate new pedestrian trips where sidewalks or pathways are not currently provided or proposed.</p>	Long-term	<p><b>TR/mm-5</b> Prior to <del>development plan approval</del> <u>issuance of building permits</u>, the applicants for the Tumbling Waters project component shall submit revised site plans showing an at-grade sidewalk or pedestrian path on the south side of Orcutt Road from its proposed terminus at the rail crossing to Laurel Lane to provide a continuous pedestrian facility. Implementation of this mitigation measure shall be coordinated with Union Pacific Railway and the California Public Utilities Commission.</p> <p><u>Prior to issuance of occupancy permits, the applicants shall either: 1) complete the improvements subject to review, inspection and permit issuance by the City, the California Public Utilities Commission (CPUC) and Union Pacific Railroad, or 2) subject to approval of the Director of Public Works, deposit a mitigation fee in an amount equal to the estimated construction costs of said project and request that the City become the lead entity in processing a CPUC Encroachment Permit for said work.</u></p> <p>Prior to <del>development plan approval</del> <u>issuance of building permits</u>, the applicants for the Creekston project component shall submit revised site plans showing a sidewalk or pedestrian path through the northern parking lot on the Creekston parcel to direct pedestrians to Orcutt Road. The sidewalk or path shall be located adjacent to and outside of the 20-foot setbacks from Bishop Creek, as identified in the Biological Resources section of the EIR.</p>	Less than significant with mitigation.
<p><b>TR Impact 7</b> Development of the proposed project, including the proposed Class I bike path within the</p>	Long-term	<p><b>TR/mm-6</b> Prior to <del>development plan approval</del> <u>issuance of building permits</u>, the applicants shall revise site plans shall to include striped,</p>	Less than significant with

<b>TABLE II-2 - Class II Impacts</b> <b>Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided</b> (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)			
Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
Sacramento Drive extension easement, would increase bicycle lane usage on Orcutt Road.		Class II bicycle lanes along eastbound and westbound Orcutt Road. These Class II bicycle lanes shall provide a connection to the Railroad Recreational Trail.	mitigation.
<b>TR Impact 8</b> The proposed Class I (bike path) facility on the Sacramento Drive is inconsistent with the City Bicycle Transportation Plan, and would result in bicycle safety impacts.	Long-term	<b>TR/mm-7</b> Prior to <del>development plan approval</del> <a href="#">issuance of building permits</a> , the applicants shall revise site plans to include increasing the proposed width (24 feet) of the Sacramento Drive extension to provide five-foot Class II bike lanes on both sides.	Less than significant with mitigation.
<b>TR Impact 9</b> The proposed project would not accommodate for increased transit trips at bus stops in the immediate vicinity of the project site.	Long-term	<b>TR/mm-8</b> Prior to <del>development plan approval</del> <a href="#">issuance of building permits</a> , the project applicants shall revise site plans to show the provision a bus stop along the project's frontage on Orcutt Road at McMillian Avenue. Prior to issuance of building permits, the applicant shall coordinate with San Luis Obispo Transit and provide all funding for the installation of transit signs, schedule, and a bench at the new bus stop location. All transit improvements shall be installed prior to occupancy clearance.	Less than significant with mitigation.
<b>TR Impact 10</b> The proposed southbound left-turn access on Broad Street to the Creekstön driveway would create a new conflict point on Broad Street in the close proximity to two existing southbound left-turn movements, resulting in potentially significant impacts.	Long-term	<b>TR/mm-9</b> Prior to <del>development plan approval</del> <a href="#">issuance of building permits</a> , the Creekstön applicant shall modify site plans to show removal of the proposed median modification that would allow southbound left-turn access on Broad Street to the Creekstön driveway	Less than significant with mitigation.
<b>TR Impact 11</b> Site access at the Broad Street parcels may result in delays on Broad Street. The Broad Street parcels are located opposite and north of Rockview Place. Any future driveways that are not aligned with Rockview Place would result in offset intersections and may cause additional congestion.	Long-term	<b>TR/mm-10</b> Prior to issuance of building permits for any proposed future development on the Broad Street Parcels, project plans shall show a driveway at the southern boundary of the project site aligning directly with Rockview Place. The site access for the Broad Street parcels shall be reviewed and approved by the City Public Works Department.	Less than significant with mitigation.
<b>TR Impact 12</b> The proposed project would cause delays on Orcutt Road at the project driveways without the addition of left-turn pockets. Westbound vehicles on Orcutt Road may queue back from the Sacramento Drive extension towards the railroad crossing.	Long-term	Implement <b>TR/mm-4</b> .	Less than significant with mitigation.



<p align="center"><b>TABLE II-2 - Class II Impacts</b>  <b>Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided</b>                      (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)</p>			
Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
<p><b>TR Impact 13</b> Northbound Sacramento Drive vehicles may queue back and potentially block access to the Tumbling Waters development, resulting in potentially significant traffic safety impacts.</p>	Long-term	<p><b>TR/mm-11</b> Prior to occupancy clearance, the Tumbling Waters applicant shall stripe a "Keep Clear" legend within Sacramento Drive at the northernmost Tumbling Waters driveway.</p>	Less than significant with mitigation.
<p><b>TR Impact 14</b> The southernmost Tumbling Waters driveway on Sacramento Drive is located in between two curves. Vehicles traveling around the curved alignment on Sacramento Drive may not anticipate inbound or outbound Tumbling Waters vehicles.</p>	Long-term	<p><b>TR/mm-12</b> Prior to <del>development plan approval</del> <a href="#">issuance of building permits</a>, the Tumbling Waters applicant shall revise all site plans to show either of the following requirements:</p> <ul style="list-style-type: none"> <li>a. The southernmost driveway shall be restricted to emergency vehicle and pedestrian/bicycle access to minimize vehicular conflicts on the curved alignment of Sacramento Drive. Should this driveway be restricted to emergency vehicles only, the east-west aisle located immediately north can be extended to Sacramento Drive and a new driveway could be installed. This driveway would be located at the northern end of Sacramento Drive where the roadway includes a straighter alignment, which would provide improved sight distance for drivers of exiting vehicles; or,</li> <li>b. The southernmost driveway shall be restricted to right-turns in and out to minimize vehicular conflicts on the curved alignment of Sacramento Drive.</li> </ul>	Less than significant with mitigation.
<p><b>TR Impact 15</b> Vehicle circulation for the eastern portion of the Tumbling Waters development would be temporarily restricted due to the proposed uses of the main north-south circulation aisle (school bus pick-up/drop-off and closure for community events).</p>	Long-term	<p><b>TR/mm-13</b> Prior to <del>development plan approval</del> <a href="#">issuance of building permits</a>, the Tumbling Waters applicant shall modify site plans to show the west side of the main north-south aisle adjacent to the Village Plaza &amp; Hall designated as a passenger loading zone. The designated passenger loading zone would be available for school bus drop-off/pick-up and for closure for community events. The east-west aisle shall remain open at all times.</p>	Less than significant with mitigation.
<p><b>TR Impact 16</b> The Creekstön component of the proposed project would include two dead-end aisles</p>	Long-term	<p><b>TR/mm-14</b> Prior to <del>development plan approval</del> <a href="#">issuance of building permits</a>, the main circulation aisle in the Creekstön development shall be</p>	Less than significant with

<p align="center"><b>TABLE II-2 - Class II Impacts</b>  <b>Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided</b>                      (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)</p>			
Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
separated only by turf block, which could result in internal circulation impacts.		reconfigured to allow through access between the residential and commercial uses. Implementation of this mitigation would remove the proposed dead-end aisles on the main circulation aisle and improve overall vehicular access to and through the site. aisle and improve overall vehicular access to and through the site.	mitigation.
<b>TR Impact 17</b> Emergency and passenger vehicle access would be restricted with the proposed dead-end aisles in the Tumbling Waters and Creekstön development.	Long-term	<b>TR/mm-15</b> Prior to <del>development plan approval</del> <u>issuance of building permits</u> , the Tumbling Waters and Creekstön applicants shall coordinate with the San Luis Obispo City Fire Department to determine the acceptable parameters for all dead-end aisles to ensure that emergency vehicle access is available. Design features, such as a "hammerhead," would be required to reduce the number of three-point turns vehicles have to make to enter/exit the affected areas. Plans shall be revised to reflect necessary changes to dead-end aisles.	Less than significant with mitigation.
<b>TR Impact 18</b> Location of grouped mailboxes adjacent to public streets may cause additional delay for vehicles on public roadways, resulting in potentially significant impacts.	Long-term	<b>TR/mm-16</b> Prior to <del>development plan approval</del> <u>issuance of building permits</u> , the Tumbling Waters and Creekstön applicants shall revise all site plans to show locations of all grouped mail boxes located adjacent to private streets rather than public streets. The location of the grouped mailboxes shall be approved by City staff.	Less than significant with mitigation.
<b>TR Impact 19</b> The five perpendicular parking spaces located at the Broad Street driveway for the Creekstön development would cause delays to vehicles entering the site. These delays could result in potential safety problems for vehicles on Broad Street.	Long-term	<b>TR/mm-17</b> Prior to <del>development plan approval</del> <u>issuance of building permits</u> , the Creekstön applicant shall submit revised site plans that show no parking spaces located <u>along the entry roadway</u> within 50 feet <del>of any driveway intersection of the project entrance located on Broad Street.</del>	Less than significant with mitigation.
<del>TR Impact 20 The proposed project would not provide adequate vehicle parking spaces according to the City's Municipal Code requirements.</del>	Long-term	<del>TR/mm-18 Prior to issuance of building permits for the proposed project, site plans shall be submitted that include the provision for an adequate number of parking spaces, as required by Municipal Code section 17.16.060.</del>	<del>Less than significant with mitigation.</del>
<del>TR Impact 21 The proposed project would not provide adequate bicycle parking spaces according to the City's Municipal Code requirements.</del>	Long-term	<del>TR/mm-19 Prior to issuance of building permits for the proposed project, site plans shall be submitted that include the provision for an adequate number of bicycle spaces, as required by City Municipal Code.</del>	<del>Less than significant with mitigation.</del>

<b>TABLE II-2 - Class II Impacts</b> <b>Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided</b> (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)			
Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
<b>TR Impact 22</b> The westbound approach at the intersection of Broad Street and Capitolio Way is projected to operate at LOS F under 10-Year Conditions. Traffic volumes at this intersection exceed the minimum thresholds for the MUTCD peak-hour signal warrant.	Long-term	Implement TR/mm-2.	Less than significant with mitigation.
<b>TR Impact 23</b> The proposed project would exacerbate unacceptable operations at the unsignalized intersection of Duncan Road/Sacramento Drive Extension, and Orcutt Road. The traffic volumes at this intersection slightly exceed the minimum volume thresholds for the MUTCD peak-hour signal warrant.	Long-term	<b>TR/mm-20</b> Prior to issuance of occupancy permits, project applicants shall make "fair share" contributions to the City's Transportation Impact Fee (TIF) program for the installation of a signal at the Duncan Road/Orcutt Road/Sacramento Drive intersection. If at the time of issuance of permits, the TIF program has not been modified to reflect the costs of the necessary signalization, the applicant shall be responsible for paying current TIF fees plus a mitigation fee associated with the estimated cost differential.	
<b>TR Impact 24</b> The proposed project would exacerbate unacceptable operations at the unsignalized intersection of Laurel Lane and Orcutt Road. The northbound and southbound movements/approaches are projected to operate at LOS F. Traffic volumes at this intersection meet the MUTCD peak-hour signal warrant.	Long-term	Implement TR/mm-3.	Less than significant with mitigation.
<b>TR Impact 25</b> The proposed project would cause the roadway segment of Broad Street, south of Orcutt Road, to exceed LOS D volume thresholds under 10-Year Cumulative Conditions.	Long-term	Implement TR/mm-2.	Less than significant with mitigation.
<b>TR Impact 26</b> The proposed project would <del>cause the exacerbate LOS F operations at the</del> intersection of Broad Street and South Street <del>to operate at LOS E</del> under General Plan Buildout Plus Project Conditions.	Long-term	<b>TR/mm-21</b> <u>In order to mitigate buildout level traffic conditions the intersection will need to be widened so as to provide for dual left turn lanes, two through lanes and an exclusive right turn lane in the northbound direction on Broad Street. This project is currently not included in the City's TIF program. However, the program is being updated and may be amended to include it in the future.</u> Prior to issuance	Less than significant with mitigation.

<b>TABLE II-2 - Class II Impacts</b> <b>Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided</b> (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)			
Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
		of <del>occupancy building</del> permits, project applicants shall make "fair share" contributions to the City's Transportation Impact Fee (TIF) program for <u>widening of the south leg of the Broad Street/South Street (Broad Street) intersection for said improvements.</u> <del>the addition of a dedicated southbound right turn lane at the intersection of Broad Street and South Street.</del> If at the time of issuance of <u>building</u> permits, the TIF program has not been modified to reflect the costs of the necessary intersection or roadway improvement, the applicant shall be responsible for paying current TIF fees plus a "fair share" mitigation fee, <u>as determined by the Director of Public Works,</u> associated with the estimated <del>cost differential intersection improvements.</del>	
<b>TR Impact 27</b> The proposed project would exacerbate LOS F operations at the unsignalized intersection of Broad Street and Capitolio Way under General Plan Buildout Conditions.	Long-term	<del>Implement TR/mm-2.</del> <u>TR/mm-21a Prior to issuance of building permits, project applicants shall make "fair share" contributions to the City's Transportation Impact Fee (TIF) program for the installation of a signal at the Broad Street/Capitolio Way intersection.</u>	Less than significant with mitigation.
<b>TR Impact 28</b> The proposed project would exacerbate LOS F operations at the future signalized intersection of Broad Street and Prado Road under General Plan Buildout Conditions.	Long-term	<b>TR/mm-22</b> Prior to issuance of occupancy permits, project applicants shall make "fair share" contributions to the City's Transportation Impact Fee (TIF) program for the addition of a second northbound left-turn lane and southbound right-turn overlap phase at the intersection of Broad Street and Prado Road. <del>If at the time of issuance of permits, the TIF program has not been modified to reflect the costs of the necessary intersection or roadway improvement, the applicant shall be responsible for paying current TIF fees plus a mitigation fee associated with the estimated cost differential.</del>	Less than significant with mitigation.
<b>TR Impact 29</b> The proposed project would exacerbate unacceptable operations at the unsignalized intersection of Laurel Lane and Orcutt Road under General Plan Buildout Conditions. The MUTCD peak-hour signal warrant thresholds would be exceeded at this location.	Long-term	Implement TR/mm-3.	Less than significant with mitigation.

<b>TABLE II-2 - Class II Impacts</b> <b>Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided</b> (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)			
Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
<b>TR Impact 30</b> The proposed project would exacerbate unacceptable operations at the unsignalized intersection of Duncan Road, Sacramento Drive Extension, and Orcutt Road. The traffic volumes at this intersection slightly exceed the minimum volume thresholds for the MUTCD peak-hour signal warrant.	Long-term	Implement TR/mm-20.	Less than significant with mitigation.
<b>TR Impact 31</b> The proposed project would exceed LOS D thresholds for the roadway segment of Broad Street, south of Orcutt Road, under General Plan Buildout Conditions.	Long-term	Implement TR/mm-21a and TR/mm-22.	Less than significant with mitigation.
<b>AIR QUALITY (AQ)</b>			
<b>AQ Impact 1</b> The proposed project would cause direct short-term construction related air pollutant emissions from earthwork equipment and material disposal operations, resulting in significant combustion related air quality impacts.	Short-term	<b>AQ/mm-1</b> Prior to issuance of grading permits, the applicant shall submit a Construction Activities Management Plan for the review and approval of the SLOAPCD. This plan shall include but not be limited to the following Best Available Control Technology for diesel-fueled construction equipment: <ul style="list-style-type: none"> <li>a. Minimize the number of large pieces of construction equipment operating during any given period.</li> <li>b. Schedule construction related truck/equipment trips during non-peak hours to reduce peak-hour emissions.</li> <li>c. Properly maintain and tune all construction equipment according to manufacturer's specifications.</li> <li>d. Fuel all off-road and portable diesel powered equipment including but not limited to: bulldozers, graders, cranes, loaders, scrapers, backhoes, generators, compressors, auxiliary power units, with CARB motor vehicle diesel fuel.</li> <li>e. Use 1996 or newer heavy duty off road vehicles to the extent feasible.</li> <li>f. <del>Use Caterpillar pre-chamber diesel engines (or equivalent)</del></li> </ul>	Less than significant with mitigation.

<b>TABLE II-2 - Class II Impacts</b> <b>Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided</b> (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)			
Description of Impact	Short/Long-term	Mitigation Measure Summary	Residual Impact
		<del>together with proper maintenance and operation to reduce emissions of oxides of nitrogen (NO<sub>x</sub>).</del> g. Electrify equipment where possible. h. Use Compressed Natural Gas (CNG), liquefied natural gas (LNG), bio-diesel, or propane for on-site mobile equipment instead of diesel-powered equipment.	
<b>AQ Impact 2</b> Construction of the proposed project would result in direct short-term air quality impacts associated with ROG and NO <sub>x</sub> emissions.	Short-term	<b>AQ/mm-2</b> Prior to issuance of grading permits, the applicants shall: <ol style="list-style-type: none"> <li>a. Submit a Suitability Report identifying and explaining the particular constraints to using the preferred catalytic soot filter for APCD review and approval. Suitability shall be determined by an authorized representative of the filter manufacturer, or an independent California Licensed Mechanical Engineer.</li> <li>b. Identify equipment to be operated during construction as early as possible in order to place the order for the appropriate filter and avoid any project delays.</li> <li>c. Include the following specifications on all project plans: <u>Catalyzed diesel particulate filters (CDPF) shall be used on the pieces of equipment estimated to generate the greatest emissions. Emissions from the entire project, including potential hauling activities, shall be evaluated by the APCD as the final grading quantities are known, and the number of filters required based on this estimate. The number of filters required for onsite construction equipment shall be determined after total impacts from the project are known.</u> <del>i. One catalyzed diesel particulate filter (CDPF) shall be used on the piece of equipment estimated to generate the greatest emissions. This is necessary so that contractors</del> </li> </ol>	Less than significant with mitigation.

**TABLE II-2 - Class II Impacts**  
**Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided**  
 (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)

Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
		<p><del>bidding on the project can include the purchase, proper installation, and maintenance costs in their bids. If a CDPF is unsuitable for the potential equipment to be controlled, five diesel oxidation catalysis (DOC) shall be used.</del></p> <p><del>ii. The trucks used to haul export/import material to and from the project site shall be primarily assigned to this task and be controlled with on road style CDPFs. After the disposal plan has been defined, the project applicants shall complete an addendum to the Construction Activity Management Plan (as defined in AQ/mm-1) to define the appropriate number of trucks that will use these emission control devices.</del></p> <p>d. Contact the APCD Planning Department (805-781-5912) to initiate implementation of this mitigation measure at least two months prior to start of construction. The APCD encourages that catalysts be retained and maintained by contractors for future emission reductions and potential benefits for future project bidding.</p> <p><b>AQ/mm-3</b> Prior to issuance of grading permits, if it is determined that portable engines and portable equipment will be utilized, the contractor shall contact the SLOAPCD and obtain a permit to operate portable engines or portable equipment, and shall be registered in the statewide portable equipment registration program. Contact APCD Engineering Department at 781-5912.</p>	
<p><b>AQ Impact 3</b> PM<sub>10</sub> emissions resulting from construction activities would result in direct short and long-term impacts on air quality, further exacerbating the County non-attainment status for PM<sub>10</sub>.</p>	<p>Short and Long-term</p>	<p><b>AQ/mm-4</b> Prior to issuance of grading permits, a Dust Control Plan shall be prepared and submitted to the APCD for approval prior to commencement of construction activities. The Dust Control Plan shall:</p> <ul style="list-style-type: none"> <li>a. Use APCD approved BMPs and dust mitigation measures;</li> <li>b. Provide provisions for monitoring dust and construction debris during construction;</li> </ul>	<p>Less than significant with mitigation.</p>

<p style="text-align: center;"><b>TABLE II-2 - Class II Impacts</b>  <b>Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided</b>                      (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)</p>			
Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
		<p>c. Designate a person or persons to monitor the dust control program and to order increased watering or other measures as necessary to prevent transport of dust off-site. Duties should include holiday and weekend periods when work may not be in progress;</p> <p>d. Provide the name and telephone number of such persons to the APCD prior to construction commencement.</p> <p>e. Identify compliant handling procedures.</p> <p>f. Fill out a daily dust observation log.</p> <p><b>AQ/mm-5</b> Prior to issuance of grading permits, the applicant shall:</p> <p>a. Obtain a compliance review with the APCD prior to the initiation of any construction activities;</p> <p>b. Provide a list of all heavy-duty construction equipment operating at the site to the APCD. The list shall include the make, model, engine size, and year of each piece of equipment. This compliance review will identify all equipment and operations requiring permits and will assist in the identification of suitable equipment for the catalyzed diesel particulate filter;</p> <p>c. Apply for an Authority to Construct from the APCD.</p> <p><b>AQ/mm-6</b> Prior to issuance of grading permits, the following mitigation measures shall be shown on all project plans and implemented during the appropriate grading and construction phases to reduce PM<sub>10</sub> emissions during earth moving activities:</p> <p>a. Reduce the amount of the disturbed area where possible.</p> <p>b. Water trucks or sprinkler systems shall be used in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency shall be required whenever wind</p>	



**TABLE II-2 - Class II Impacts**  
**Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided**  
 (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)

Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
		<p>speeds exceed 15 mph. Reclaimed (non-potable) water shall be used whenever possible.</p> <ul style="list-style-type: none"> <li>c. All dirt stockpile areas shall be sprayed daily as needed.</li> <li>d. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading shall be sown with a fast-germinating native grass seed and watered until vegetation is established.</li> <li>e. All disturbed soil areas not subject to re-vegetation shall be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD.</li> <li>f. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible after initial site grading. In addition, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.</li> <li>g. Vehicle speed for all construction vehicles shall be posted to not exceed 15 mph on any unpaved surface at the construction site.</li> <li>h. All trucks hauling dirt, sand, or other loose materials are to be covered or shall maintain at least two feet of free board (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114.</li> <li>i. Wheel washers shall be installed where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site.</li> <li>j. Streets shall be swept at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water shall be used when feasible.</li> <li>k. Permanent dust control measures shall be implemented as soon as possible following completion of any soil disturbing activities.</li> </ul> <p><b>AQ/mm-7</b> During construction, the applicant shall maintain monthly compliance checks throughout the construction phase, verifying that all</p>	

<b>TABLE II-2 - Class II Impacts</b> <b>Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided</b> (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)			
Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
		equipment and operations continue to comply with the APCD requirements.	
<b>AQ Impact 4</b> Earth moving activities for development of the proposed project components would result in grading activities that may expose naturally occurring asbestos, resulting in an indirect short-term impact.	Short-term	<b>AQ/mm-8</b> Prior to <del>development plan approval</del> <u>issuance of building permits</u> , the applicants shall: <ul style="list-style-type: none"> <li>a. Conduct a geologic analysis to ensure the presence/absence of serpentine rock onsite. The geologic analysis shall identify if naturally occurring asbestos is contained within the serpentine rock onsite; and,</li> <li>b. If naturally occurring asbestos is found at the project site, <u>the applicant must comply with all requirements outlined in the Asbestos Airborne Toxic Control Measures (ATCM). In addition,</u> the applicants shall work with the APCD to prepare an APCD-approved Asbestos Health and Safety Program and an Asbestos Dust Control Plan prior to <del>development plan approval</del> <u>issuance of building permits</u>. The Asbestos Health and Safety Program and Asbestos Dust Control Plan may include, but is not limited to, the following:                             <ul style="list-style-type: none"> <li>i. Equipment operator safety requirements: protective clothing, breathing apparatuses to prevent inhalation of airborne asbestos fibers,</li> <li>ii. Dust mitigation measures: continually water site to prevent airborne dust migration, cover all vehicle that haul materials from the site</li> <li>iii. Identification of APCD-approved disposal areas for all excavated materials.</li> </ul> </li> <li><u>c. If naturally occurring asbestos is not present, an exemption request must be filed with the APCD.</u></li> </ul>	Less than significant with mitigation.
<b>AQ Impact 5</b> Demolition activities for the Broad Street Parcels development may potentially lead to adverse air quality impacts during removal or remodeling of existing structures due to the potential presence of	Short-term	<b>AQ/mm-9</b> Prior to Plan approval, the following measures shall be included as conditions of approval for any future proposed development within the Broad Street Parcels component. Prior to commencement of demolition activities, the applicant shall:	Less than significant with mitigation.

<p align="center"><b>TABLE II-2 - Class II Impacts</b>  <b>Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided</b>                      (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)</p>			
Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
hazardous air pollutants, resulting in an indirect short-term impact.		a. Notify the APCD <u>at least 10 working days</u> prior to commencement of <u>any</u> demolition activities; b. Conduct an Asbestos survey by a Certified Asbestos Inspector; c. Use applicable disposal and removal requirements for any identified asbestos containing material. d. Contact the SLOAPCD Enforcement Division prior to final approval of any demolition activity.	
<b>AQ Impact 6</b> ROG, NO <sub>x</sub> , CO, and PM <sub>10</sub> long-term operation emissions would exceed the APCD's Tier II Threshold, and ROG emissions would exceed the APCD's Tier III Threshold. Development of the project would result in a direct long-term impact on air quality.	Long-term	<b>AQ/mm-10</b> Prior to <del>development plan approval</del> <u>issuance of building permits</u> , the following mitigation measures shall be implemented to reduce area source emissions, to the greatest extent feasible. <ul style="list-style-type: none"> <li>a. Increase walls and attic insulation by 10% above what is required by APCD Title 24.</li> <li>b. Plant shade trees along the southern exposures of buildings to reduce summer cooling needs.</li> <li>c. Plant shade trees in parking lots to reduce evaporative emissions from parked vehicles.</li> <li>d. Use built-in energy efficient appliances.</li> <li>e. Orient buildings toward streets with convenient pedestrian and transit access.</li> <li>f. Use double-paned windows.</li> <li>g. Use low-energy parking lot and streetlights. (e.g. sodium), consistent with visual policies.</li> <li>h. Use energy efficient interior lighting.</li> <li>i. Incorporate energy efficient skylights into roof plan (i.e. should meet the EPA/DOE Energy Star® rating).</li> <li>j. Install high efficiency or gas space heating.</li> <li>k. Install door sweeps and weather stripping if more efficient doors and windows are not available.</li> </ul>	Less than significant with mitigation.

**TABLE II-2 - Class II Impacts**  
**Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided**  
 (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)

Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
		<p><b>AQ/mm-11</b> Prior to <del>development plan approval</del> <a href="#">issuance of building permits</a>, the following mitigation measures shall be implemented, where applicable, to reduce area source emissions resulting from the use of wood-burning stoves. The SLOAPCD approved devices for new homes under APCD Rule 504 include:</p> <ul style="list-style-type: none"> <li>a. All EPA-Certified Phase II wood burning devices;</li> <li>b. Catalytic wood burning devices which emit less than or equal to 4.1 grams per hour of particulate matter which are not EPA-Certified but have been verified by a nationally-recognized testing lab;</li> <li>c. Non-catalytic wood burning devices which emit less than or equal to 7.5 grams per hour of particulate matter which are not EPA-Certified but have been verified by a nationally-recognized testing lab;</li> <li>d. Pellet-fueled wood heaters; and,</li> <li>e. Dedicated gas-fired fireplaces.</li> </ul> <p><b>AQ/mm-12</b> Based on the Mitigation Threshold Guide (Table 5-1 in the SLOPAPCD CEQA Air Quality Handbook), all of the standard mitigation measures and all of the feasible discretionary mitigation measures identified within the APCD Handbook would apply to the proposed project. <a href="#">The City of San Luis Obispo has met with the APCD to define which measures would be most effective at mitigating impacts from the proposed project. According to APCD recommendations, the applicant shall:</a></p> <ul style="list-style-type: none"> <li><a href="#">a. Provide transit bus stop enhancements, information kiosk, smart signs, shelter, and lighting within the project area;</a></li> <li><a href="#">b. Provide bicycle paths for project and connecting to Railroad Bicycle Path (as required by TR/mm-6)</a></li> </ul>	

**TABLE II-2 - Class II Impacts**  
**Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided**  
 (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)

Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
		<p>c. <u>Provide onsite long and short-term bicycle parking for residential and commercial elements of the project;</u></p> <p>d. <u>Implement onsite circulation design element in parking lots to reduce vehicle queuing and improve the pedestrian and bicycle environment;</u></p> <p>e. <u>Provide continuous walkways separated from the roadway by landscaping and on street parking;</u></p> <p>f. <u>Include internal wiring/cable in dwelling unit that allows telecommuting and teleconferencing to occur simultaneously in at least three locations in each home;</u></p> <p>g. <u>Provide pedestrian signalization and signage to improve pedestrian safety;</u></p> <p>h. <u>Establish a buffer zone between the railroad and the residential portion of the project;</u></p> <p><del>Prior to development plan approval, the applicants, the APCD, the Community Development Director, and the Public Works Transportation Division shall meet and define the amount of funding needed to offset vehicle emissions from the project that will be used to implement agreed upon mitigation measures, which may include but not be limited to the following list:</del></p> <p><del>a. Institute a Flash Pass program for employees using public transit.</del></p> <p><del>b. Install or contribute to funding alternative fueling infrastructure (i.e. fueling stations for CNG, LPG, bio diesel, conductive and inductive electric vehicle charging, etc.).</del></p> <p><del>c. Fund a program to buy and scrap older, higher emission passenger and heavy duty vehicles.</del></p> <p><del>d. Replace/repower heavy duty diesel vehicles (i.e. bus, passenger, or maintenance vehicles).</del></p> <p><del>e. Purchase particulate filters or oxidation catalysts for local school buses, transit fleets.</del></p>	

**TABLE II-2 - Class II Impacts**  
**Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided**  
 (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)

Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
		<p><del>f. Provide assistance in the implementation of projects that are identified in the City's Bicycle Transportation Plan.</del>  <del>g. Use alternatively fueled delivery vehicles.</del>  <del>h. Provide transit stop enhancements (i.e., shelters, lighting, etc.) within the project impact area.</del>  <del>i. Implement a comprehensive Transportation Demand Management program for employees subject to the approval of the APCD.</del>  <del>j. Provide on-site long and short term bicycle parking, per existing City ordinance requirements.</del>  <del>k. Provide preferential carpool parking for employees.</del>  <del>l. Establish an Employee Trip Reduction Program (ETRP) to reduce employee commute trips (i.e. carpooling incentives, van pools, and transit subsidies).</del>  <del>m. Employ and implement a transportation/rideshare coordinator.</del>  <del>n. Implement a lunchtime shuttle to reduce single-occupant vehicle trips.</del>  <del>o. Provide on-site eating, refrigeration, vending for employees.</del>  <del>p. Implement on-site circulation design elements in parking lots to reduce vehicle queuing and improve the pedestrian environment.</del></p> <p><u>AQ/mm-13</u> Prior to <u>development plan approval issuance of building permits</u>, the applicants shall prepare an aggressive tree planting and landscape plan using species endemic to the area to be prepared as a part of the proposed development and shall be developed in coordination with the APCD and the Community Development Director. The tree planting and landscape plan shall include deciduous trees, planted so that they can shade buildings in the summer, decrease indoor temperatures, and reduce energy demands for air conditioning and fossil fuel emissions.</p> <p><u>AQ/mm-14</u> Based on the Mitigation Threshold Guide (Table 5-1 in the</p>	

**TABLE II-2 - Class II Impacts**  
**Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided**  
 (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)

Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
		<p>SLOPAPCD CEQA Air Quality Handbook), all of the standard mitigation measures and all of the feasible discretionary mitigation measures identified within the APCD Handbook would apply to the proposed project. <u>The City of San Luis Obispo has met with the APCD to define which measures would be most effective at mitigating impacts from the proposed project. According to APCD recommendations, the applicant shall:</u></p> <p><u>a. Provide assistance in the implementation of projects that are identified in the City's Bicycle Transportation Plan or establish an easement and extend the Railroad Bicycle Path along the frontage between the Tumbling Waters development and the railroad.</u></p> <p><del>Prior to development plan approval, the applicants, the APCD, the Community Development Director, and the Public Works Transportation Division shall meet and define the amount of funding needed to offset long-term operational impacts emissions from the project that will be used to implement agreed upon off site mitigation measures. The off site strategies identified below provide a range of options available to mitigate significant emissions impacts from large residential projects.</del></p> <p><del>a. Develop or improve park and ride lots.</del>  <del>b. Retrofit existing homes in the project area with APCD approved wood combustion devices.</del>  <del>c. Retrofit existing homes in the project area with energy efficient devices.</del>  <del>d. Retrofit existing businesses in the project area with energy efficient devices.</del>  <del>e. Construct satellite worksites.</del>  <del>f. Fund a program to buy and scrap older, higher emission passenger</del></p>	

<b>TABLE II-2 - Class II Impacts</b> <b>Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided</b> (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)			
Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
		<del>and heavy duty vehicles.</del> <del>g. Replace/repower transit buses.</del> <del>h. Replace/repower heavy duty diesel school vehicles (i.e. bus, passenger or maintenance vehicles).</del> <del>i. Fund an electric lawn and garden equipment exchange program.</del> <del>j. Retrofit or repower heavy duty construction equipment, or on road vehicles.</del> <del>k. Repower or contribute to funding clean diesel locomotive main or auxiliary engines.</del> <del>l. Purchase particulate filters or oxidation catalysts for local school buses, transit buses or construction fleets.</del> <del>m. Install or contribute to funding alternative fueling infrastructure (i.e. fueling stations for CNG, LPG, conductive and inductive electric vehicle charging, etc.).</del> <del>n. Fund expansion of existing transit services.</del> <del>o. Fund public transit bus shelters.</del> <del>p. Subsidize vanpool programs.</del> <del>q. Subsidize transportation alternative incentive programs.</del> <del>r. Contribute to funding of new bike lanes.</del> <del>s. Install bicycle storage facilities.</del> <del>t. Provide assistance in the implementation of projects that are identified in City's Bicycle Transportation Plan.</del>	
<b>AQ Impact 7</b> Incompatible mixed-use development has the potential to place residential development in the same building or adjacent to land uses that may potentially create odor or inhalation hazards. These actions could result in a direct long-term impact.	Long-term	<b>AQ/mm-15</b> Prior to approval of the development plan, the City shall coordinate with the APCD to determine appropriate mixed-use designations and to determine potential uses that would require APCD permit approval.	Less than significant with mitigation.
<b>NOISE (NS)</b>			
<b>NS Impact 1</b> Development of the proposed project would expose existing and newly constructed sensitive	Short-term	<b>NS/mm-1</b> Prior to issuance of building permits, the applicants shall submit a Noise Reduction Plan prepared by a qualified acoustical	Less than significant with



**TABLE II-2 - Class II Impacts**  
**Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided**  
 (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)

Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
residential receptors surrounding and on the project site to temporary construction-related noise impacts, resulting in a direct short-term impact.		consultant for review and approval by the City Planning Department. The Noise Reduction Plan shall include but is not limited to: <ul style="list-style-type: none"> <li>a. Limit all phases of construction to the hours of 7:00 AM to 10:00 PM Monday through Friday as required by City ordinance;</li> <li>b. Regular notification of all existing and future residences within 1,000 feet of the site boundary concerning the construction schedule;</li> <li>c. Shield especially loud pieces of stationary construction equipment;</li> <li>d. Locate portable generators, air compressors, etc. away from sensitive noise receptors;</li> <li>e. Limit grouping major pieces of equipment operating in one area to the greatest extent feasible;</li> <li>f. Place heavily trafficked areas such as the maintenance yard, equipment, tool, and other construction oriented operations in locations that would be the least disruptive to surrounding sensitive noise receptors;</li> <li>g. Use newer equipment that is quieter and ensure that all equipment items have the manufacturers' recommended noise abatement measures, such as mufflers, engine covers, and engine vibration isolators intact and operational. Internal combustion engines used for any purpose on or related to the job shall be equipped with a muffler or baffle of a type recommended by the manufacturer;</li> <li>h. Conduct worker-training meetings to educate and encourage noise awareness and sensitivity. This training should focus on worker conduct while in the vicinity of sensitive receptors (i.e. minimizing and locating the use of circular saws in areas adjacent to sensitive receptors and being mindful of shouting and the loud use of attention drawing language); and,</li> </ul>	mitigation.

<p align="center"><b>TABLE II-2 - Class II Impacts</b>  <b>Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided</b>                      (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)</p>			
Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
		i. Notify surrounding residences in advance of the construction schedule when unavoidable construction noise and upcoming construction activities likely to produce an adverse noise environment are expected. Noticing shall provide phone number of project monitor, City inspector, construction foreman etc. This notice shall be given one week in advance, and at a minimum of one day in advance of anticipated activities have changed. Project representative shall verbally notify all surrounding residential owners.	
<p><b>NS Impact 2</b> Increased vehicular noise resulting from the proposed project would expose sensitive residential receptors to outdoor noise levels that would exceed the thresholds defined in the City Noise Element, resulting in a direct long-term impact.</p>	Long-term	<p><b>NS/mm-2</b> Prior to issuance of building permits, the applicants shall submit revised plans for the review and approval of the City Community Development Director and the Architectural Review Commission that include the implementation of mitigation strategies, which would attenuate outdoor noise levels below the 60 dB threshold. The applicant shall comply with one of the following:</p> <p>a. The applicant shall implement the following noise mitigation strategy, which has been modeled and determined to attenuate outdoor activity area noise levels to below the 60 dB threshold.</p> <ul style="list-style-type: none"> <li>• Design the buildings that are adjacent to and bordering Orcutt Road and Broad Street (refer to Figures NS-4 and NS-5) such that the outdoor activity areas are located the farthest distance from the right-of-way line as possible, (other structures depicted in Figures NS-4 and NS-5 would be located far enough away from the roadway and shielded by other structures to be in compliance with the Noise Element). To accomplish this, orient the structure such that the building is between the source of noise and the outdoor activity area. In this way, the structure provides a shielding effect for the outdoor activity area from the noise source</li> </ul>	Less than significant with mitigation.

**TABLE II-2 - Class II Impacts**  
**Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided**  
 (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)

Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
		<p>(refer to Figures NS-4 and NS-5 for building orientation direction).</p> <ul style="list-style-type: none"> <li>• Implement sound barriers as depicted in Figures NS-4 and NS-5 along building exteriors adjacent to the noise source to attenuate noise levels for the various floors of the project components. The barriers would need to sufficiently wrap around the end structures and break the line of sight to attenuate noise levels. Physical sound barriers shall be built to the heights recommended in Figures NS-4 and NS-5. The sound barriers would be most effective when placed as close to the structures as possible and in the arrangements shown. There are a number of aesthetic treatments that could be included in the design to help visually soften the sound barrier.</li> </ul> <p>Or,</p> <p>b. The applicant shall submit proposed alternative mitigation strategies and shall demonstrate that the alternative mitigation strategies would attenuate outdoor noise levels below 60 dB. An individual deemed qualified in noise analysis by the City of San Luis Obispo shall model the effectiveness of the alternative mitigation strategies to verify that outdoor activity area noise levels would be attenuated below 60 dB. Modeling and or/reporting shall be conducted using verifiable methodologies. Acceptable combinations of mitigation strategies include the installation of physical sound barriers in conjunction with architectural design features, setbacks from the noise source, and/or the elimination of outdoor activity areas.</p> <p><b>NS/mm-3</b> Prior to final inspection or occupancy, whichever occurs first,</p>	

<b>TABLE II-2 - Class II Impacts</b> <b>Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided</b> (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)			
Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
		the applicants shall provide the Community Development Director with a report from an engineer qualified in noise analysis, indicating that outdoor noise mitigation measures have been installed as discussed in NS/mm-2.	
<p><b>NS Impact 3</b> Increased vehicular noise under Baseline Plus Project conditions would expose sensitive residential receptors to interior noise levels that would exceed the thresholds defined in the City Noise Element, resulting in a direct long-term impact.</p>	Long-term	<p><b>NS/mm-4</b> Prior to issuance of building permits, the applicants shall submit revised plans for the review and approval of the City Community Development Director <del>that provide interior noise mitigation for the project site. The mitigation measures outlined below shall be implemented in order to provide effective mitigation, that include the implementation of mitigation strategies, which would attenuate interior noise levels to below the 45 dB Ldn threshold and the 60 dB SEL (single event level) maximum threshold.</del> The applicant shall comply with one of the following:</p> <p style="margin-left: 40px;">a. <u>The applicant shall implement the following noise mitigation strategy, which has determined to attenuate interior noise levels to below the 45 dB Ldn threshold and the 60 dB SEL (single event level) maximum threshold.</u></p> <p style="margin-left: 40px;"><del>et.</del>• Vents and roof penetrations: Soffit vents, cave vents, dormer vents and other wall and roof penetrations shall be located on the walls and roofs facing away from the noise source wherever possible. In addition, any roof and attic facing the noise source shall be baffled.</p> <p style="margin-left: 40px;"><del>ft.</del>• Walls: The walls of habitable spaces of dwelling units nearest the noise source shall have wall construction with an S.T.C. (Sound Transmission Class) rating of 30 or greater. For instance, stucco exterior or equivalent on 2" x 6" stud walls with minimum R-13 insulation and two layers of 1/2" gypsum board on the interior will provide an S.T.C, rating of 30 or greater along these walls. The same S.T.C rating of 30 or greater can be achieved with a 1/2"</p>	Less than significant with mitigation.

**TABLE II-2 - Class II Impacts**  
**Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided**  
 (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)

Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
		<p>soundboard applied to the outside of the 2" x 6" studs with minimum R-13 insulation and one layer of 1/2" gypsum board on the interior.</p> <ul style="list-style-type: none"> <li data-bbox="1024 521 1717 846">✚• Acoustical Leaks: Common acoustic leaks, such as electrical outlets, pipes, vents, ducts, flues and other breaks in the integrity of the wall, ceiling, or roof construction on the side of the dwellings nearest transportation noise source shall receive special attention during construction. All construction openings and joints on the walls on the noise facing side of the project shall be insulated, sealed, and caulked with a resilient, non-hardening, acoustical caulking material. All such openings and joints shall be airtight to maintain sound isolation.</li> <li data-bbox="1024 889 1717 1219">✚• Windows: To meet the interior Ldn 45 dBA requirements, windows for habitable spaces of affected units facing the noise source shall be of minimum double-glazed construction and installed with an interior glass sash in accordance with the recommendations of the manufacturer. The windows shall be fully gasketed, with an S.T.C. rating of 30 or better, as determined in testing by an accredited acoustical laboratory. Windows and sliding glass doors shall be mounted in low air infiltration rate frames (0.5 cfm or less, per ANSI specifications).</li> <li data-bbox="1024 1263 1717 1382">✚• Doors: Exterior doors shall be of solid core, with perimeter weather stripping and threshold seals on all exterior doors of impacted units facing the noise source shown in Figure NS-6.</li> </ul> <p data-bbox="976 1393 1012 1421"><u>Or.</u></p>	<p> </p> <p> </p> <p> </p> <p> </p>

<b>TABLE II-2 - Class II Impacts</b> <b>Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided</b> (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)			
Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
		<p><u>b. The applicant shall submit proposed alternative mitigation strategies and shall demonstrate that the alternative mitigation strategies would attenuate interior noise levels below the 45 dB Ldn threshold and the 60 dB SEL (single event level) maximum threshold. An individual deemed qualified in noise analysis by the City of San Luis Obispo shall model the effectiveness of the alternative mitigation strategies to verify that interior noise levels would be attenuated below the 45 dB Ldn threshold and the 60 dB SEL (single event level) maximum threshold. Modeling and/or reporting shall be conducted using verifiable methodologies.</u></p> <p><b>NS/mm-5</b> Prior to issuance of building permits, the applicants shall submit revised plans for the review and approval of the City Community Development Director that provide the structures highlighted in Figure NS-6 with air conditioning units and mechanical ventilation systems so the windows can remain closed during summer months and still achieve interior noise standards.</p> <p><b>NS/mm-6</b> Prior to final inspection or occupancy, whichever occurs first, the applicants shall provide the Community Development Director with a report from an engineer qualified in noise analysis, noting that interior noise mitigation measures have been installed as discussed in this EIR.</p>	
<p><b>NS Impact 4</b> Development of the project would expose outdoor activity areas along the eastern project boundary to noise levels from railroad sources that would exceed the thresholds contained in the City Noise Element, resulting in a direct, long-term impact.</p>	Long-term	<p>Implement <b>NS/mm-2</b> and <b>NS/mm-3</b>.</p> <p><b>NS/mm-7</b> Prior to recordation of the Final Map, the applicants shall develop Covenants, Codes, and Restrictions (CC&amp;Rs) that disclose to potential property owners, tenants, etc., that there would be times where residents are subject to outdoor noise levels that exceed the allowable Ldn noise thresholds defined in the City Noise Element due to railroad traffic from Amtrak and the UPRR.</p>	Less than significant with mitigation.

<b>TABLE II-2 - Class II Impacts</b> <b>Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided</b> (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)			
Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
<b>NS Impact 5</b> Development of the project would expose interior living areas along the eastern project boundary to noise levels from railroad sources that would exceed the thresholds contained in the City Noise Element, resulting in a direct, long-term impact.	Long-term	Implement <b>NS/mm-4</b> through <b>NS/mm-6</b> .  <b>NS/mm-8</b> Prior to issuance of building permits, the applicant shall revise site plans to show the provision of double glazed laminated windows that have a minimum 10 mm thickness with a 12 mm space and 6.4 mm laminated surface for all windows facing the railroad tracks (refer to Figure NS-6).	Less than significant with mitigation.
<b>NS Impact 6</b> Increased vehicular noise from General Plan Buildout would expose sensitive residential receptors to outdoor noise levels that would exceed the thresholds defined in the City Noise Element, resulting in a direct long-term impact.	Long-term	Implement <b>NS/mm-2</b> and <b>NS/mm-3</b> .	Less than significant with mitigation.
<b>NS Impact 7</b> Increased vehicular noise from General Plan Buildout would expose sensitive residential receptors to interior noise levels that would exceed the thresholds defined in the City Noise Element, resulting in a direct long-term impact.	Long-term	Implement <b>NS/mm-4</b> through <b>NS/mm-6</b> .	Less than significant with mitigation.
<b>HAZARDS AND HAZARDOUS MATERIALS (HAZ)</b>			
<b>HAZ Impact 1</b> Development of the proposed project would increase residential density within San Luis Obispo Regional Airport S-2 Safety Area, inconsistent with safety-related policies of the ALUP, resulting in a direct long-term safety impact.	Long-Term	<b>HAZ/mm-1</b> Prior to development plan, rezoning, or general plan amendment approval by the City Council, the proposed project must be referred to the ALUC for a consistency determination with the ALUP. The ALUC must determine that the proposed residential density is consistent with the ALUP; or, the applicant shall submit revised plans that show a reduction in proposed residential density, consistent with ALUP requirements. <i>The proposed project may not be approved by the City Council unless it is determined to be consistent with the ALUP by the ALUC.</i>  <b>HAZ/mm-2</b> Prior to recordation of final map, the applicant shall develop Covenants, Codes, and Restrictions (CC&Rs) that disclose to potential	Less than significant with mitigation.

<b>TABLE II-2 - Class II Impacts</b> <b>Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided</b> (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)			
Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
		buyers or leasers that aircraft over-flights occur, and that such flights may result in safety hazard impacts should an aircraft accident occur. In addition, prior to recordation of final map, aviation easements shall be recorded over the entire project site for the benefit of the SLO County Regional Airport.	
<b>HAZ Impact 3</b> Development of the Creekston component of the proposed project would introduce a day-care facility within San Luis Obispo Regional Airport S-2 Safety Area. This is inconsistent with the policies of the ALUP and would result in a significant long-term impact.	Long-Term	<b>HAZ/mm-5</b> Prior to development plan, rezoning, or general plan amendment approval, by the City Council, the project must be referred to the ALUC for a consistency determination with the ALUP. The ALUC must determine that the proposed Special Function Land Use is consistent with the ALUP; or, the applicant shall submit revised plans showing that the proposed Day Care Facility has been eliminated from the proposal. <i>The proposed project may not be approved by the City Council unless it is determined to be consistent with the ALUP by the ALUC.</i>	Less than significant with mitigation.
<b>HAZ Impact 4</b> Development of the proposed project would exceed the maximum building coverage allowed within S-2 Safety Area of the San Luis Obispo Regional Airport. This is inconsistent with the policies of the ALUP and would result in a significant long-term impact.	Long-Term	<b>HAZ/mm-6</b> Prior to development plan, rezoning, or general plan amendment approval, by the City Council, the project must be referred to the ALUC for a consistency determination with the ALUP. The ALUC must determine that the proposed Building Coverage is consistent with the ALUP; or, the applicant shall submit revised plans showing that the 20 percent building coverage limitation has been met. <i>The proposed project may not be approved by the City Council unless it is determined to be consistent with the ALUP by the ALUC.</i>	Less than significant with mitigation.
<a href="#"><u>HAZ Impact 5a Diesel exhaust from trains idling along the project frontage, adjacent to the Tumbling Waters development, could result in health impacts to residents due to the diesel particulate matter in the exhaust.</u></a>	<a href="#"><u>Long-term</u></a>	<a href="#"><u>HAZ/mm-7a Prior to issuance of occupancy permits, the applicant shall submit to the Community Development Department evidence that they have either worked with UPRR and have established a "No Idling Zone" along the project frontage or that they have worked with SLOAPCD and have developed and implemented a comparable mitigation approach that eliminated diesel particulate health risks to adjacent residents.</u></a>  <a href="#"><u>HAZ/mm-7b Prior to recordation of final map, the applicant shall develop Covenants, Codes, and Restrictions (CC&amp;Rs) that disclose to potential</u></a>	<a href="#"><u>Less than significant with mitigation.</u></a>



<p style="text-align: center;"><b>TABLE II-2 - Class II Impacts</b>  <b>Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided</b>                      (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)</p>				
Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact	
		<u>buyers or leasers the potential health risks associated with diesel particulate matter.</u>		
<del>HAZ Impact 6 Development of the proposed project would increase the number of residents served by the City of San Luis Obispo Police Department. Additional service needs would decrease the amount of patrol unit available time, resulting in significant impacts.</del>	<del>Long Term</del>	<del>HAZ/mm 8 Prior to occupancy clearance, the applicants shall prepare and submit a Police Protection Services Plan to the Police Department that will ensure that adequate police protection, equipment, and personnel are made available to sufficiently serve the project. The Police Protection Services Plan may include one or more of the following components:                      -Funding for new Police Department personnel.                      -Provision of police protection equipment, such as squad cars, communication devices, and/or other equipment.                      The Police Protection Services Plan shall identify the applicant's appropriate share of funding for police protection staffing and equipment necessary to serve the project.</del>	<del>Less than significant with mitigation.</del>	
<del>HAZ Impact 7 The project would increase the number of residents served by the San Luis Obispo Fire Department. The increase would affect the personnel, equipment and organization of the Fire Department by increasing the burden on Fire Department services.</del>	<del>Long Term</del>	<del>HAZ/mm 9 Road widths and internal circulation, as well as the placement of fire hydrants, shall be designed with the guidance of the Fire Department. A road system that allows unhindered Fire Department access and maneuvering during emergencies shall be provided. The San Luis Obispo Fire Department shall review all improvement plans for proposed development in the Orcutt Area to ensure compliance with City standards and the Uniform Fire Code.                       HAZ/mm 10 The applicant shall prepare and submit a Fire Protection Services Plan to the Fire Department that will ensure that adequate fire protection facilities, equipment, and personnel are made available to sufficiently serve the project. The Fire Protection Services Plan may include one or more of the following components:                       -Funding for new fire department personnel.                      -Provision of fire protection equipment, such as a Type I fire engine, Type IV 4 wheel drive EMS/Rescue vehicle, and/or other</del>	<del>Less than significant with mitigation.</del>	

<b>TABLE II-2 - Class II Impacts</b> <b>Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided</b> (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)			
Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
		<del>equipment.</del> <del>Funding for a new fire station in close proximity to the project site.</del> <del>Employment of a fire protection planning consultant to be retained by the applicant to assist in the design and construction of the project in a manner that ensures sufficient fire protection.</del>  <del>The Fire Protection Services Plan shall identify the applicant's appropriate share of funding for fire protection facilities, equipment, and staffing necessary to serve the project.</del>	
<b>UTILITIES (UTIL)</b>			
<b>UTIL Impact 2</b> The proposed project would create additional wastewater flows through wastewater conveyance systems that are currently operating near capacity, resulting in a direct long-term impact.	Long-Term	<b>UTIL/mm-3</b> Prior to issuance of building permits, the applicants shall make fair share payments to the City's Wastewater Impact Fee, which would help finance the construction of any needed capacity expansion at the wastewater treatment plant and the necessary Tank Farm Regional lift station that would serve the project. Payments into the City's Wastewater Impact Fees include consideration of needed system improvements.  <b>UTIL/mm-4</b> Prior to issuance of building permits, the applicants shall provide evidence that there are adequate wastewater conveyance systems to serve the proposed project through either of the following: <ul style="list-style-type: none"> <li>a. A letter from the City Public Works Department indicating that construction of the Tank Farm Regional lift station is completed; or,</li> <li>b. A letter from the City Public Works Department indicating that a phased approach to the project has been reviewed and approved based on estimates of existing wastewater capacity from the City Utilities Engineer.</li> </ul>	Less than significant with mitigation.
<b>AESTHETIC RESOURCES (AES)</b>			

<b>TABLE II-2 - Class II Impacts</b> <b>Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided</b> (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)			
Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
<b>AES Impact 1</b> Construction of specific buildings adjacent to Orcutt Road would effectively "wall-off" views of the South Street Hills from a City-designated Scenic Roadway resulting in a direct, long-term impact.	Long-term	<b>AES/mm-1</b> Prior to issuance of grading permits for the Tumbling Waters and Creekstön developments, all project grading and building plans shall be revised to show that all structures west of the proposed Sacramento Drive Extension conform to the following: <ul style="list-style-type: none"> <li>a. Structures within 100 feet of the edge of the future alignment of Orcutt Road shall be a maximum of 30 feet in height.</li> <li>b. Structures within 150 feet of the edge of the future alignment of Orcutt Road shall be a maximum of 35 feet in height.</li> </ul>	Less than significant with mitigation.
<b>AES Impact 3</b> Without strict adherence to the San Luis Obispo Community Design Guidelines, the proposed project would substantially degrade the existing visual character of the site and its surroundings.	Long-term	<b>AES/mm-2</b> Prior to issuance of grading permits for the Tumbling Waters and Creekstön developments, the Architectural Review Commission, in consultation with City staff and other reviewing authorities, shall require that the project adhere to the Community Design Guidelines. The Architectural Review Commission, City staff, and other reviewing authorities shall not approve the project unless the following specific findings can be made: <ul style="list-style-type: none"> <li>a. The project maintains a high quality of craftsmanship in development through use of authentic building styles, design elements, and materials.</li> <li>b. The project buildings are clustered to achieve a "village" scale. The various buildings are designed to create a visual and functional relationship with one another.</li> <li>c. The project buildings provide a sense of human scale. The project buildings incorporate significant wall and roof articulation to reduce apparent scale. Roofs are multi-planed to avoid large, monotonous expanses. Horizontal and vertical wall articulation are expressed through the use of elements such as wall offsets, recessed windows and entries, awnings, and second floor setbacks.</li> <li>d. The project buildings incorporate setbacks at the ground floor level and/ or upper levels (stepped-down) along street frontages</li> </ul>	Less than significant with mitigation.

**TABLE II-2 - Class II Impacts**  
**Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided**  
 (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)

Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
		<p>such that they do not visually dominate the adjacent neighborhood.</p> <p>e. The project buildings' elements are in proportion. Building designs demonstrate continuity, harmony, simplicity, rhythm, and balance and are in proportion to one another.</p> <p>f. The project's internal streets are designed as if they were pleasing public streets, with comprehensive streetscapes including sidewalks, and planting strips between curb and sidewalk with canopy trees.</p> <p>g. The project landscaping is planned as an integral part of the overall design and not simply located in "left over" areas. Landscaping is used to help define outdoor spaces, soften the project structures' appearance, and to screen parking, loading, storage, and equipment areas</p> <p>h. Where visual screening at ground level is required (for those portions of the development visible from Broad Street and Orcutt Road), the project utilizes a combination of elements as appropriate, such as walls, berms, and landscaping.</p> <p>i. The project maintains views of the South Street Hills and the Santa Lucia Foothills to the greatest extent possible.</p>	
<p><b>AES Impact 4</b> The height of the "Loft" residential structures proposed as part of the Creekstön project component would be out-of-scale with the rest of the project, the setting, and inconsistent with the pedestrian viewing experience, resulting in a direct, long-term impact.</p>	<p>Long-term</p>	<p><b>AES/mm-3</b> Prior to issuance of building permits for the Creekstön development, all project grading and building plans shall be revised to show the height of the Loft buildings not exceeding 45 feet above average natural grade.</p> <p><b>AES/mm-4</b> Prior to issuance of grading permits for the Creekstön development, the applicant shall revise all site and landscape plans to include a minimum 20 foot planting area along the west side of the Loft residential buildings. Tall growing evergreen trees shall be densely planted in this area. Prior to issuance of grading permits, the applicant shall enter into an agreement with the City to install required landscaping</p>	<p>Less than significant with mitigation.</p>

<b>TABLE II-2 - Class II Impacts</b> <b>Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided</b> (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)			
Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
		and water-conserving irrigation systems and maintain landscaping for the life of the project. The applicant shall also submit a final landscaping and water-conserving irrigation plan to the Community Development Director for review and approval. Prior to occupancy clearance, landscaping and irrigation shall be installed.	
<b>AES Impact 5</b> The proposed landscape area along the north side of the Tumbling Waters component is located within City-owned right-of-way and is insufficient in reducing the urban appearance of the project and blending it with the community, resulting in a direct, long-term impact.	Long-term	<b>AES/mm-5</b> Prior to issuance of grading permits for the Tumbling Waters development, the Architectural Review Commission, in consultation with City staff and other reviewing authorities, shall require that the project adhere to the Community Design Guidelines. The Architectural Review Commission, City staff, and other reviewing authorities shall not approve the project unless the following specific findings can be made: <ul style="list-style-type: none"> <li>a. Sufficient landscaped buffer area (minimum of 20-feet) shall be located on the northern boundary of the project site, outside of City-owned right-of-way; and</li> <li>b. Within the minimum landscape buffer area, planting density and species height shall be increased so that after five years a minimum of 80 percent of the development is not visible from Orcutt Road.</li> </ul>	Less than significant with mitigation.
<b>AES Impact 6</b> Visibility of existing overhead utilities along Orcutt Road would add to the visual clutter of the project and would increase the urban visual character of the site as seen from a City-designated scenic roadway resulting in a direct, long-term impact.	Long-term	<b>AES/mm-6</b> Prior to issuance of building permits for the Tumbling Waters and Creekstön developments, the applicants shall submit utility relocation plans showing the undergrounding of all existing overhead utilities along the south side of Orcutt Road.	Less than significant with mitigation.
<b>AES Impact 7</b> Removal of the eucalyptus trees along Sydney Creek would adversely affect the vegetative character of the site and the surrounding neighborhood, would increase noticeability of existing and proposed project, and would decrease spatial qualities desirable for creating a village-like, pedestrian-scale development resulting in a direct, long-term impact.	Long-term	<b>AES/mm-7</b> Prior to issuance of building permits for the Creekstön development, the applicant shall revise all site and landscape plans to include the preservation and protection of the existing eucalyptus trees along Sydney Creek. <u>to the greatest extent feasible. If tree removal is unavoidable, the Revegetation and Restoration Plan (identified within the Biological Resource Section of the EIR) shall identify all native and non-native trees to be retained and all native and non-native trees to be</u>	Less than significant with mitigation.

<b>TABLE II-2 - Class II Impacts</b> <b>Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided</b> (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)			
Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
		<u>removed by location, size, and species. The Plan shall not allow removal of any tree taller than 40 feet, and shall not allow removal of more than 15 percent of the total number of trees along the creeks within the development. The Plan shall be field verified by a Certified Arborist and shall be reviewed and approved by the City Natural Resources Manager.</u>	
<b>AES Impact 8</b> Visibility of proposed light sources would substantially increase nighttime glare and light spillover as seen from City-designated scenic roadways and residential areas resulting in a direct, long-term impact.	Long-term	<b>AES/mm-8</b> Prior to issuance of building permits for the Tumbling Waters and Creekstön developments, the applicants shall submit exterior lighting plans in conformance with the <i>San Luis Obispo Community Design Guidelines, Chapter 6.1C, Lighting</i> . In addition, plans shall include the following: <ul style="list-style-type: none"> <li>a. The point source of all private road street lighting, business and parking lot lighting, public area lighting, and residential exterior lighting shielded from off-site views.</li> <li>b. Light trespass from streetlights minimized by directing light downward and utilizing cut-off fixtures or shields.</li> <li>c. Illumination from streetlights, parking area lights, and public area lights at the lowest level allowed by public safety standards.</li> </ul>	Less than significant with mitigation.
<b>AES Impact 9</b> The visibility of the proposed project combined with the continuing development of along the Broad Street corridor and the southern portion of the City would cause an increasing reduction in hillside resource views and urbanization along City-designated scenic roadways resulting in a direct, long-term impact.	Long-term	Implement mitigation measures <b>AES/mm-1</b> through <b>AES/mm-8</b> .	Less than significant with mitigation.
<b>AES Impact 10</b> The installation of physical sound barriers, as recommended by NS/mm-2, would substantially degrade the existing visual character and increase the urban visual character of the project resulting in a direct, long-term impact.	Long-term	<b>AES/mm-9</b> Prior to issuance of building permits for the Tumbling Waters and Creekstön components, project grading and building plans shall be revised to show the following:  All proposed physical sound barriers shall be in tones compatible with surrounding terrain <del>using textured materials or construction methods that create a textured effect</del> <u>or buildings</u> . Sound barriers shall be screened	Less than significant with mitigation.

<p align="center"><b>TABLE II-2 - Class II Impacts</b>  <b>Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided</b>                      (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)</p>			
Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
		with native vegetation (including trees, shrubs, and vines) to ensure a minimum of 80 percent screening after five years.	
<p align="center"><b>ISSUES EVALUATED WITH INSIGNIFICANT IMPACTS (NSIG)</b></p>			
<p><b>INSIG Impact 3</b> The project site is located on expansive, soft, and liquefiable soils; building foundations have the potential to be subject to differential settlement.</p>	Long-term	<p><b>INSIG/mm-1</b> Prior to issuance of <u>building-grading</u> permits, the applicant shall <u>incorporate into the grading plans list on-site plans</u> all recommendations of the Geotechnical and Soil Investigation Report prepared for the project by Earth Systems Pacific, 2004, for the Tumbling Waters component, and GSI Soils Inc. for the Creekston project component.</p>	Less than significant with mitigation.
<p><b>INSIG Impact 4</b> Earthmoving activities associated with the construction and future development of the project site have the potential to unearth prehistoric and historic resources, resulting in potentially significant impacts to cultural resources.</p>	Short-term	<p><b>INSIG/mm-2</b> Prior to issuance of grading permits, the applicant shall prepare and submit a cultural resources monitoring plan to the City of San Luis Obispo Community Development Director for review and approval. The monitoring plan shall identify the procedure for notification of accidental discovery. The plan shall also identify the proposed communication network so that if any suspected historic cultural materials are unearthed, they can be quickly examined and evaluated by a qualified historic archaeologist and appropriate recommendations made consistent with CEQA and the San Luis Obispo's historic resources guidelines.</p> <p><b>INSIG/mm-3</b> Prior to commencement of initial grading and grubbing, archaeological training shall be conducted for all construction personnel to educate them about what types of historic cultural materials may be encountered during construction excavation. This training shall be conducted by a qualified archaeologist approved by the City of San Luis Obispo Community Development Director.</p> <p><b>INSIG/mm-4</b> During construction, in the event that buried or isolated prehistoric or historic material is discovered on the property, all activities shall cease in the affected area until the area is surveyed by a qualified</p>	Less than significant with mitigation.

<b>TABLE II-2 - Class II Impacts</b> <b>Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided</b> (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)			
Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
		archaeologist/historian approved by the City of San Luis Obispo Community Development Director. Under the direction of the archaeologist/historian, a mitigation plan shall be developed and approved by the City. Salvage or mitigation excavations shall be outlined in the mitigation plan, as necessary.	
<b>INSIG Impact 6</b> Development of the proposed project includes recreational facilities or requires the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment.	Long-term	The recreation facilities proposed are incorporated into the design of the Creekston and Tumbling Waters developments and would be constructed concurrently with the rest of the project. The long- and short-term impacts associated with the construction of these facilities are addressed under each of the applicable resource headings (i.e., Biological Resources) within Section V of this document, and mitigation measures have been recommended as applicable. No additional mitigation measures are necessary.	Less than significant with mitigation.
<b>INSIG Impact 7</b> Development of the proposed project, including the proposed Class I bikeway within the Sacramento Drive extension easement, would increase bicycle lane usage on Orcutt Road.	Long-term	Implement TR/mm-6.	Less than significant with mitigation.
<b>INSIG Impact 8</b> Construction activities along the Orcutt Road and Broad Street frontages would result in short-term impacts to recreational and commuter bicyclists.	Short-term	<b>INSIG/mm-6</b> Prior to initiating construction, the applicant shall coordinate with the City Public Works Department and provide the following: <ul style="list-style-type: none"> <li>a. Signage along the length of all affected roads advising bicyclists of the temporary construction and the estimated period of construction along these routes.</li> <li>b. Signage for an alternative bike route when existing routes are affected by construction.</li> <li>c. Signage alerting bicyclists and vehicular traffic of the need to exercise caution.</li> </ul> <b>INSIG/mm-7</b> During construction activities adjacent to the edge of pavement, construction crews shall keep all equipment off of the paved roadway to the maximum extent feasible to allow bicyclists to continue to	Less than significant with mitigation.



<b>TABLE II-2 - Class II Impacts</b> <b>Significant Environmental Impacts That Can be Feasibly Mitigated or Avoided</b> (Decision-maker must issue "Findings" under CEQA Guidelines Section 15091(a) if the project is approved)			
Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
		use the road. (Note: Exceptions to this measure shall include situations where sensitive habitat is located adjacent to roadways and where safety issues exist.)  <b>INSIG/mm-8</b> During construction when equipment is located in the roadway, the applicant shall provide one flag person to separately guide bicyclists and motor vehicles past the construction zone.  <b>INSIG/mm-9</b> Upon completion of construction adjacent to Broad Street and Orcutt Road, the applicant shall replace all bicycle lanes that have been damaged by the construction process to City standards. In addition, if any paint is scuffed, the applicant shall repaint the affected bicycle lane markings.	
<b>INSIG Impact 10</b> The proposed turning radii in the Tumbling Waters portion of the project do not allow for adequate access of emergency response vehicles.	Long-term	Implement <b>TR/mm-15</b> .	Less than significant with mitigation.

TABLE II-3 - Class III Impacts Environmental Impacts Which Are Adverse But Not Significant			
Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
<b>TRANSPORTATION AND CIRCULATION (TC)</b>			
<b>TR Impact 4</b> The proposed project would exacerbate unacceptable operations at the Duncan Road/Sacramento Drive/Orcutt Road intersection. The MUTCD peak-hour signal warrant is not satisfied.	Long-term	No mitigation measures are necessary.	Less than significant.
<b>HAZARDS AND HAZARDOUS MATERIALS (HAZ)</b>			
<b>HAZ Impact 5</b> Transportation of hazardous materials through and adjacent to the project site could potentially expose residences to safety impacts associated with hazardous materials, or structures could be physically impacted by train crash, resulting in a direct long-term impact.	Long-Term	<b>HAZ/mm-7</b> Prior to recordation of final map, the applicant shall develop Covenants, Codes, and Restrictions (CC&Rs) that disclose to potential buyers or leasers that hazardous materials are or could be transported on Sacramento Drive and the UPRR tracks, and that inherent safety/hazardous materials impacts exist should an accident or upset condition occur.	Less than significant.
<a href="#"><u>HAZ Impact 6</u></a> <a href="#"><u>Development of the proposed project would increase the number of residents served by the City of San Luis Obispo Police Department. Additional service needs would decrease the amount of patrol unit available time, resulting in significant impacts.</u></a>	<a href="#"><u>Long-term</u></a>	<a href="#"><u>No mitigation measures are necessary.</u></a>	<a href="#"><u>Less than significant.</u></a>
<a href="#"><u>HAZ Impact 7</u></a> <a href="#"><u>The project would increase the number of residents served by the San Luis Obispo Fire Department. The increase would affect the personnel, equipment and organization of the Fire Department by increasing the burden on Fire Department services.</u></a>	<a href="#"><u>Long-term</u></a>	<a href="#"><u>No mitigation measures are necessary.</u></a>	<a href="#"><u>Less than significant.</u></a>
<b>UTILITIES (UTIL)</b>			
<b>UTIL Impact 1</b> The proposed project would consume approximately 40 percent of the City's remaining available water supply, resulting in a direct long-term impact.	Long-term	<b>UTIL/mm-1</b> At the time of application for building permits, the applicants shall submit revised plans that include all on-site irrigation systems designed for the use of City recycled wastewater. All water utility services shall be designed for compatibility with on-site use of recycled water for irrigation.	Less than significant.

TABLE II-3 - Class III Impacts Environmental Impacts Which Are Adverse But Not Significant			
Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
		UTIL/mm-2 Prior to issuance of building permits, the applicants shall develop a detailed Water Conservation Plan to be reviewed and approved by the Community Development Director. The Water Conservation Plan shall identify use of the following: low flow shower restrictors, low flow toilet fixtures, drought tolerant landscaping, and other water saving devices. In addition, the plan shall incorporate the use of recycled water for landscape irrigation to mitigate overall water consumption.	
<b>AESTHETIC RESOURCES (AES)</b>			
<b>AES Impact 2</b> Development of the Tumbling Waters component would block views of the South Street Hills from viewpoints along the UPRR line and along Bullock Lane, resulting in less than significant impacts.	Short-term	No mitigation measures are necessary.	Less than significant.
<b>ISSUES EVALUATED WITH INSIGNIFICANT IMPACTS (INSIG)</b>			
<b>INSIG Impact 2</b> There is a very low potential for fault rupture at the project site, resulting in less than significant impacts.	Short-term	No mitigation measures are necessary.	Less than significant.
<b>INSIG Impact 3</b> There is a very low potential for active faulting beneath the project site, resulting in less than significant impacts.	Short-term	No mitigation measures are necessary.	Less than significant.
<b>INSIG Impact 5</b> Development of the proposed project would increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility could occur or be accelerated.	Long-term	<b>INSIG/mm-5</b> Prior to land use permit issuance, the applicants shall comply with Sections 16.40.040 through 16.40.100 of the City Municipal Code and dedicate land equivalent to five acres for each 1,000 residents expected to reside within the subdivision or pay in-lieu fees, as applicable.	Less than significant
<b>INSIG Impact 9</b> The solid waste stream generated by the project would result in less than significant energy impacts.	Short-term	<b>INSIG/mm-10</b> Construction Solid Waste Minimization. During the construction phase of the project, the following measures shall be implemented to reduce solid waste generation to the maximum extent feasible:  a. The applicant shall develop and implement a Solid Waste	Less than significant.

**TABLE II-3 - Class III Impacts  
Environmental Impacts Which Are Adverse But Not Significant**

Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
		<p>Management Program. The program shall identify the amount of waste generation projected during processing of the project.</p> <ul style="list-style-type: none"> <li>b. Prior to construction, the applicant shall arrange for construction recycling service with a waste collection provider. Roll-off bins for the collection of recoverable construction materials shall be located onsite. Wood, concrete, drywall, metal, cardboard, asphalt, soil, and land clearing debris shall all be recycled.</li> <li>c. The applicant shall designate a person to monitor recycling efforts and collect receipts for roll-off bins and/or construction waste recycling. All subcontractors shall be informed of the recycling plan, including which materials are to be source-separated and placed in proper bins.</li> <li>d. The applicant shall use recycled materials in construction wherever feasible.</li> <li>e. The above construction waste recycling measures shall be incorporated into the construction specifications for the contractor.</li> </ul> <p><b>INAIG/mm-11</b> Occupancy Solid Waste Minimization. During the long-term occupancy phase of the project, the following measures shall be implemented to reduce solid waste generation to the maximum extent feasible.</p> <ul style="list-style-type: none"> <li>a. General Solid Waste. Interior space shall be allotted for storage of smaller recyclable materials such as glass and plastic bottles and aluminum cans. Such interior space shall be specified on building plans.</li> <li>b. Gardening Waste. The following measures shall be the responsibility of the applicant. <ul style="list-style-type: none"> <li>i. Landscape design trees shall be selected for the appropriate size and scale to reduce pruning waste over the long-term.</li> <li>ii. Slow-growing, drought-tolerant plants shall be included in</li> </ul> </li> </ul>	

**TABLE II-3 - Class III Impacts  
Environmental Impacts Which Are Adverse But Not Significant**

Description of Impact	Short/ Long-term	Mitigation Measure Summary	Residual Impact
		<p>the landscape plan. Drought-tolerant plants require less pruning and generate less long-term pruning waste, require less water, and require less fertilizer than non drought-tolerant plants.</p> <p>iii. Woody waste generated in the open space and park areas shall be chipped and used as mulch, to the maximum extent feasible. The chipped garden waste shall be directly applied soon after chipping. Excess woody waste from the open space/park areas that is not utilized as mulch shall be hauled offsite by the maintenance crew. Whenever possible, grass clippings shall be re-applied directly to the turf areas through the use of mulch mowers.</p>	

## **E. SUMMARY OF ALTERNATIVES**

Six project alternatives were selected for review in the EIR because of their potential to avoid or substantially lessen project impacts, or because they were required under CEQA Guidelines (e.g., the no project alternative). These alternatives include the following:

1. No Project Alternative
2. Alternative Land Uses Under the R-4-PD, C-S-PD, and R-4-S Designations
3. Reduced Density Alternative
4. Redesigned Project Alternative
5. Mitigated Project Alternative
6. Environmentally Superior Alternative

The Alternatives section of the document provides qualitative analysis of the six alternatives and the level of impact that would result if they were to be implemented. Those alternatives that were determined to significantly reduce the environmental impacts associated with the proposed project and that were determined to be feasible were compared to the proposed project (refer to EIR Section VI). The Alternative Land Uses Under the R-4-PD, C-S-PD, and R-4-S Designations was not analyzed any further because it was determined to not meet most of the basic objectives of the proposed project.

Based on the alternatives analysis, the Mitigated Project Alternative is determined to be the Environmentally Superior Alternative. Overall, this alternative would result in impact levels that are the least severe of the other project alternatives. The Mitigated Project Alternative is the environmentally superior alternative because it accomplishes most of the basic objectives of the project, and avoids or substantially lessens almost all of the project-related significant environmental effects. Implementation of the Mitigated Project Alternative would provide an advantage over the proposed project, and would allow most of the identified impacts to be mitigated to a Class II level of insignificance.

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