



San Luis Obispo County

Department of Planning and Building *Environmental Division*

DATE: September 21, 2006

TO: Applicable Parties

FROM: Department of Planning and Building
County Government Center
San Luis Obispo, CA 93408

SUBJECT: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

PROJECT TITLE: Westpac Investments Tract Map and Conditional Use Permit; SUB2004-00001;
ED 04-570

PROJECT APPLICANT: Westpac Investments

RESPONSES DUE BY: October 23, 2006

The County of San Luis Obispo will be the Lead Agency and will prepare an Environmental Impact Report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information, which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the Environmental Impact Report prepared by our agency when considering your permit or other approval for the project.

PLEASE provide us the following information at your earliest convenience, but not later than the 30-day comment period, which began with your agency's receipt of the NOP.

1. NAME OF CONTACT PERSON. (Address and telephone number)
2. PERMIT(S) or APPROVAL(S) AUTHORITY. Please provide a summary description of these and send a copy of the relevant sections of legislation, regulatory guidance, etc.
3. ENVIRONMENTAL INFORMATION. What environmental information must be addressed in the Environmental Impact Report to enable your agency to use this documentation as a basis for your permit issuance or approval?
4. PERMIT STIPULATIONS/CONDITIONS. Please provide a list and description of standard stipulations (conditions), which your agency will apply to features of this project. Are there others that have a high likelihood of application to a permit or approval for this project? If so, please list and describe.
5. ALTERNATIVES. What alternatives does your agency recommend be analyzed in equivalent level of detail with those listed above?
6. REASONABLY FORESEEABLE PROJECTS, PROGRAMS or PLANS. Please name any future project, programs or plans that you think may have an overlapping influence with the project as proposed.

7. RELEVANT INFORMATION. Please provide references for any available, appropriate documentation you believe may be useful to the county in preparing the Environmental Impact Report.
8. FURTHER COMMENTS. Please provide any further comments or information, which will help the county to scope the document and determine the appropriate level of environmental assessment.

The project description, location, and the probable environmental effects are contained in the materials located at:

http://www.slocounty.ca.gov/planning/environmental/envnot/Other_Environmental_Documents.htm

If a physical copy of the materials is required, please contact Josh LeBombard.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but not later than 30 days after receipt of this notice.

Please send your response to Josh LeBombard at the address shown above. We will need the name for a contact person in your agency.

Sincerely,



Josh LeBombard
Project Manager
Telephone: (805) 781-1431

Reference: California Administrative Code, Title 14, Section 15082



**COUNTY OF SAN LUIS OBISPO
INITIAL STUDY SUMMARY - ENVIRONMENTAL CHECKLIST**

Project Title & No. Westpac Investments Tract Map and Conditional Use Permit
:SUB2004-00001; ED 04-570

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: The proposed project could have a "Potentially Significant Impact" for at least one of the environmental factors checked below. Please refer to the attached pages for discussion on mitigation measures or project revisions to either reduce these impacts to less than significant levels or require further study.

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation, the Environmental Coordinator finds that:

- The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the affects that remain to be addressed.
- Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Josh LeBombard

Prepared by (Print)	Signature	Date
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Ellen Carroll,
Environmental Coordinator

Reviewed by (Print)	Signature (for)	Date
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Project Environmental Analysis

The County's environmental review process incorporates all of the requirements for completing the Initial Study as required by the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The Initial Study includes staff's on-site inspection of the project site and surroundings and a detailed review of the information in the file for the project. In addition, available background information is reviewed for each project. Relevant information regarding soil types and characteristics, geologic information, significant vegetation and/or wildlife resources, water availability, wastewater disposal services, existing land uses and surrounding land use categories and other information relevant to the environmental review process are evaluated for each project. Exhibit A includes the references used, as well as the agencies or groups that were contacted as a part of the Initial Study. The Environmental Division uses the checklist to summarize the results of the research accomplished during the initial environmental review of the project.

Persons, agencies or organizations interested in obtaining more information regarding the environmental review process for a project should contact the County of San Luis Obispo Environmental Division, Rm. 310, County Government Center, San Luis Obispo, CA, 93408-2040 or call (805) 781-5600.

A. PROJECT

DESCRIPTION: Request by Westpac Investments for a Vesting Tentative Tract Map and Conditional Use Permit to subdivide an existing 41.6 acre parcel into 74 parcels for the purpose of sale and/or development (including recreation and open space) to be phased in 2 stages. 66 parcels are proposed for residential development that vary in size from 4,019 square feet to 7,637 square feet; 3 parcels are proposed for live/work development of 16,721, 18,757, and 98,726 square feet each; 3 parcels are proposed for commercial development of 99,404, 128,350, and 197,072 square feet each; and 2 parcels are proposed for use as recreation and open space at 39,675 square feet and 8.28 acres each.

As shown in Table 1, phase 1 includes 4 mini-storage buildings totaling 71,200 square feet of storage space and 1,400 square feet of office space, 7 commercial retail buildings totaling approximately 79,000 square feet, 8 live/work buildings totaling 10,044 square feet of office/retail space and 54,794 square feet of residential space, 1 drive-through restaurant at 4,100 square feet, 1 sit-down restaurant at 7,100 square feet, 55 single-family residential buildings totaling approximately 113,188 square feet, 11 multi-family residential buildings totaling 52,382 square feet. Phase 2 includes 3 commercial retail buildings totaling approximately 29,580 square feet.

The project will result in the disturbance of the entire parcel. The project will create 5 on-site roads. Specific off-site road improvements are yet to be determined. The proposed project is within the Commercial Retail land use category and is located on the east side of Ramada Drive approximately 550 feet north of the intersection with North Main Street and the Highway 101 on-ramp in the community of Templeton. The site is in the Salinas River planning area.

An initial study was previously prepared for this project, and a Mitigated Negative Declaration (MND) was issued on August 25, 2005 for this project. A Request for Review of the MND was received on September 8, 2005 raising concerns regarding multiple topics within the MND. This initial study has been prepared a result of the items raised in the Request for Review as well as items raised from community comments and additional analysis by staff.

Table 1. Proposed Development

Development	Type	Sq. Footage	Number of Buildings	Number of Units	Phase of Development
Commercial	Mini Warehouse-Storage	71,200	4	788 ¹	1
	Mini Warehouse-Office	1,400	1 ²	1	1
	Retail	79,000	7	7	1
	Live/Work- Office/Retail	10,044	8	30	1
	Restaurant (Drive-Thru)	4,100	1	1	1
	Restaurant (Sit-down)	7,100	1	1	1
	Retail	29,580	3	TBD	2
	TOTAL	202,424			
Residential	Single-Family	113,188	55	55	1
	Multi-Family	52,382	11	33	1
	Live/Work	54,794	8 ³	30	1
	TOTAL	220,364			
TOTAL		422,788	90	158	

¹ Individual storage units (not calculated in total)

² Calculated in Mini-Warehouse- Storage section

³ Already calculated in the Commercial section

ASSESSOR PARCEL NUMBER (S): 040-211-009

SUPERVISORIAL DISTRICT # 1

B. EXISTING SETTING

PLANNING AREA: Salinas River, Templeton

LAND USE CATEGORY: Commercial Retail

COMBINING DESIGNATION (S): Flood Hazard

EXISTING USES: Residence , accessory structures

TOPOGRAPHY: Nearly level

VEGETATION: Grasses , scattered oaks

PARCEL SIZE: 41.6 acres

SURROUNDING LAND USE CATEGORIES AND USES:

<i>North:</i> Commercial Service; commercial use	<i>East:</i> Agriculture; agricultural uses, residential, accessory structures
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<i>South:</i> Commercial Retail/ Agriculture commercial use, agricultural uses	<i>West:</i> Residential Rural; agricultural uses (Vineyard)
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C. ENVIRONMENTAL ANALYSIS

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

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

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

Setting. The project site is located on the east side of Ramada Drive approximately 550 feet north of the intersection with North Main Street and the Highway 101 on-ramp in the community of Templeton within the Commercial Retail Land Use Category. The surrounding area is characterized by a mix of residential, agricultural, and commercial uses. To the north of the site is commercial service use (Cal Coast Machinery), to the south of the site is commercial retail use and agricultural use, to the west of the site is Highway 101, and to the east of the site is agricultural and residential use. The project will be visible from Ramada Drive, Main Street, Theater Drive, and Highway 101.

Impact. The project consists of the subdivision of an existing 41.6 acre parcel into 74 parcels and the development of commercial and residential buildings totaling 422,788 square feet in size. Proposed development of phase 1 includes 4 mini-storage buildings, 7 commercial retail buildings, 8 live/work buildings, 1 drive-through restaurant, 1 sit-down restaurant, 55 single-family residential buildings, 11 multi-family residential buildings. Phase 2 includes 3 commercial retail buildings totaling approximately 29,580 square feet.

The property is zoned for Commercial Retail use and is called out specifically in the Salinas River Area Plan for regional commercial use. "Regional shopping districts are planned for Ramada Drive just north of the North Main and highway 101 interchange and just south of Marquita Drive, with the purpose of serving the north county region with major commercial establishments and providing visitor theme destinations" (Salinas River Area Plan, 4-33). The surrounding area consists of commercial service, commercial retail uses, and residential use. The property does not fall within a scenic corridor.

The proposed development has the potential to affect the rural character of Templeton by introducing a development that is inconsistent with the community design standards and/or contributing to light pollution. "As a general description, Templeton appears as a rural, western village whose nucleus remains on Main Street, surrounded by decreasingly intense residential and commercial development as one moves outward, away from downtown" (Templeton Community Design Plan, II-2).

Mitigation/Conclusion. With the incorporation of San Luis Obispo County Land Use Ordinance requirements and guidelines found within the Templeton Community Design Plan relating to landscaping, lighting, architecture, and site design, many impacts to aesthetics will be reduced to a level of insignificance. A potential condition to address these issues was developed in the previous MND and read:

- **Prior to issuance of grading and construction permits,** the applicant will submit evidence indicating how the project meets the applicable provisions within the San Luis Obispo County Land Use Ordinance and guidelines found within the Templeton Community Design Plan, relating to landscaping, lighting, architecture, and site design.

However, due to the potentially significant impacts resulting from the proposed development of this 41.6 acre site which is visible from Ramada Drive, Main Street, Theater Drive, and Highway 101, a discussion and recommendations of adequate and feasible mitigation measures to ensure that visual resources are adequately protected is required.

The aesthetic analysis shall include, but not be limited to, the following:

1. Consultation with the Templeton Area Advisory Group Architectural Advisory Committee regarding consistency of the proposed development with the Templeton Design Plan.
2. Recommendation and discussion of adequate and feasible mitigation measures, if any, to ensure that visual resources are adequately protected.

2. AGRICULTURAL RESOURCES

- Will the project:

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

Setting. The soil types include: Arbutle fine sandy loam, (0 - 2% slope), Lockwood shaly loam, (0 - 2% slope), Lockwood-Concepcion complex, (9 - 15 % slope). As described in the Natural Resource Conservation Service Soil Survey, the "non-irrigated" soil class is "IV", and the "irrigated" soil class is "I to III". The project is located adjacent to agricultural use to the south and east. These properties are currently used for hay, wheat, and other dry land farming.

Impact. A referral was sent to the San Luis Obispo Department of Agriculture (AG). The department acknowledged (letter, July 30, 2004) that this property as well as the majority of surrounding property

is not zoned for agriculture and that impacts to agriculture due to the loss of the land associated with this project would have been assessed at the time the land was zoned for Commercial Retail. Prior to the land being converted to Commercial Retail during the Salinas River Area Plan update in 1994, the property was zoned for commercial service and industrial uses (from approximately 1980-1994).

The AG Department reviewed the proposed project and determined that a 400-foot buffer on the east property line and 100 foot buffer on the southern property line are necessary to minimize impacts to existing agricultural activities. The department determined that the proposed site design meets the required agricultural buffers derived from dry farmed field crops found adjacent to the project site. The department commented that the project would result in less than significant impacts to agricultural resources or operations given that the mitigation measures regarding buffers, fencing along the southern property line, and notification of future property residents of the County Right to Farm Ordinance are implemented. However, concerns regarding locating proposed recreational uses on the eastern portion of the site were raised (email correspondence between Isensee and Jennings; August 16, 2005). The main concern is that locating the proposed recreational use adjacent to an existing agricultural use (across the railroad tracks) will create hazards to the users of the recreational areas and potentially impair existing agricultural activities.

Locating a potentially incompatible use adjacent to an existing agricultural use has the potential to result in potentially significant impacts to the existing agricultural use by minimizing future agricultural operations and may also pose a health concern for users of the recreational area (addressed in the hazards section). Additional discussion and analysis is needed in order to determine the level of impact regarding the compatibility of Agriculture and Recreation.

Mitigation/Conclusion. The applicant has previously agreed to apply mitigation measures including restricting residential use in the recommended agricultural buffers, use of a fence on the southern property line, and notifying future property residents of the County Right to Farm Ordinance. The following are potential mitigation measures (developed in the original MND):

- **Prior to transfer of the parcels created by this subdivision**, the applicant shall disclose to prospective buyers, of all parcels created by this proposal, the consequences of existing and potential intensive agricultural operations on adjacent parcels including, but not limited to: dust, noise, odors and agricultural chemicals and the county's Right to Farm ordinance currently in effect at the time said deed(s) are recorded.
- **Prior to recordation of the final map**, the applicant shall provide an agricultural buffer on the subject property as shown on the attached exhibit as follows:
 - 150 feet along the eastern property line of the parent parcel
 - 90-150 feet along the southern property line of the parent parcel
 - No structures used for human habitation shall be constructed in the buffer area. The agricultural buffer shall no longer be in effect if the adjacent agricultural use is discontinued.
- **At the time of application for construction permits**, the applicant shall clearly delineate the agricultural buffer on the project plans.

Due to the potentially significant impacts resulting from the introduction of a potentially incompatible recreational use adjacent to existing agricultural operations, additional analysis by a qualified individual is required. The agricultural resource analysis should include, but not be limited to, the following:

1. Consultation with the County Agricultural Commissioner's Office regarding the mitigation measures stated in the referral response letter of July 30, 2004.

2. Evaluation of the potential for incompatibilities between agriculture and recreational/residential uses.
3. Recommendation and discussion of adequate and feasible mitigation measures, if any, to ensure that agricultural resources are adequately protected.

3. AIR QUALITY - Will the project:	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) Violate any state or federal ambient air quality standard, or exceed air quality emission thresholds as established by County Air Pollution Control District?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Expose any sensitive receptor to substantial air pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Create or subject individuals to objectionable odors?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be inconsistent with the District's Clean Air Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The Air Pollution Control District (APCD) has developed the CEQA Air Quality Handbook to evaluate project specific impacts and to help determine if air quality mitigation measures are needed, or if potentially significant impacts could result. To evaluate long-term emissions, cumulative effects, and establish countywide programs to reach acceptable air quality levels, a Clean Air Plan has been adopted (prepared by APCD).

Impact. As proposed, the project will result in the disturbance of approximately 41.6 acres of disturbance. This will result in the creation of construction dust, short- and long-term vehicle emissions, as well as operational impacts to air quality due to future commercial uses resulting from this project in excess of 25 lbs/day. This project was referred to the Air Pollution Control District (APCD). APCD responded originally on July 26, 2004 that this project by design has already incorporated many of the standard and additional mitigation measures promoting clean air that APCD usually requires such as: a mix of commercial and residential uses, parks within the residential areas, a Class I bike path, and easy access to Highway 101. APCD determined that the project is consistent with the general level of development anticipated and projected in the Clean Air Plan and that no significant air quality impacts were expected to occur with incorporation of the included mitigation measures.

After the referral comments were developed, the project description changed and the project was re-referred to APCD. APCD comments in the subsequent referral letter (Mutziger; October 5, 2005) were somewhat similar but contained added mitigation measures in order to reduce the potential impacts resulting from this project to levels of insignificance. Even though APCD has determined that with the incorporation of mitigation measures this project will not create a significant impact the air quality, concerns were raised in the Request for Review (September 8, 2005) that should be evaluated further in order to confirm that the impacts to air quality resulting from this project are less than significant.

Mitigation/Conclusion. To mitigate for potential air quality impacts, the applicant has previously agreed to comply with APCD's standard construction dust control measures including: use of water trucks, reducing the amount of disturbed area, and rapid re-vegetation or building pad construction after grading, as well as operational mitigations such as increasing building efficiency. The following mitigation measures were developed in the original MND:

- **Prior to removal or relocation of any utility pipelines or demolition/remodeling of existing buildings,** the applicant shall notify the APCD and submit an asbestos survey prepared by a qualified individual. Contact Tim Fuhs of the APCD Enforcement Division at 781-5912.
- **Prior to issuance of grading and construction permits,** the applicant shall conduct a geologic investigation for naturally occurring asbestos on the project site. If naturally occurring asbestos is found at the site, the applicant must comply with all requirements outlined in the Asbestos ATCM for Construction, Grading, Quarrying, and Surface Mining Operations. These requirements may include, but are not limited to: 1) an Asbestos Dust Mitigation Plan which must be approved by the APCD before construction begins, and 2) an Asbestos Health and Safety Program may be required.
- **Prior to developmental burning of vegetative material,** the applicant shall apply for and obtain a burn permit from the APCD and County Fire/California Department of Forestry. The application requires the submittal of a technical feasibility study.
- **Prior to issuance of grading and construction permits,** the following measures shall be incorporated into the construction phase of the project and shown on all applicable plans prior to construction permit issuance:
 - Reduce the amount of the disturbed area where possible.
 - Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (nonpotable) water should be used whenever possible.
 - All dirt stock-pile areas should be sprayed daily as needed.
 - Permanent dust control measures should be implemented as soon as possible following completion of any soil disturbing activities.
 - Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast-germinating native grass seed and watered until vegetation is established.
 - All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD.
 - All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
 - Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site.
 - All trucks hauling dirt, sand, or other loose materials are to be covered or should 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.
 - Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site.

- Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible.

In addition, the contractor or builder should designate a person or persons to monitor dust control and to order increased watering, as necessary, to prevent transport of dust off site. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the APCD prior to land use clearance for map recordation and finished grading of the area.

- **Prior to issuance of grading and construction permits**, the following measures shall be incorporated into the construction phase of the project and shown on all applicable plans prior to construction permit issuance:

Only the following types of wood burning devices shall be allowed (based on District Rule 504): a) EPA-Certified Phase II wood burning devices; b) catalytic wood burning devices emitting less than or equal to 4.1 grams per hour of particulate matter, as verified by a nationally-recognized testing lab; c) non catalytic wood burning devices which emit less than or equal to 7.5 grams per hour of particulate matter, as verified by a nationally-recognized testing lab; d) pellet-fueled woodheaters; or e) dedicated gas-fired fireplaces. Prior to construction permit issuance, such devices shall be shown on all applicable plans.

- Based on URBEMIS2002 (air quality) modeling, the proposed residential project will generate a level higher than Tier 2 thresholds of one or more of the following pollutants: ROG, NO_x, SO₂, PM₁₀; the project will need to include the following measures and be shown on all applicable plans **prior to construction permit issuance**:

- Increase the building energy efficiency rating by 10% above what is required by Title 24 requirements (this can be accomplished in a number of ways (increasing attic, wall or floor insulation, etc.).
- Incorporate shade tree planting along the southern exposures of buildings to reduce summer cooling needs.
- Use roof material with a solar reflectance value meeting the EPA/DOE Energy Star rating to reduce summer cooling needs.
- Use built-in energy efficient appliances, where applicable.
- Build new homes with internal wiring/cabling that allows telcommuting, teleconferencing and telelearning to occur simultaneously at several locations in the home.
- If the project is located on an established transit route, improve public transit accessibility by providing a transit turnout with direct pedestrian access to the project or improve existing transit stop amenities.
- Provide incentives to employees to carpool/vanpool, take public transportation, telecommute, walk, bike, etc by implementing the Transportation Choices Program. The applicant should Contact SLO Regional Rideshare at 541-2277 to receive free consulting services on how to start and maintain a program.
- Provide Transportation Choices Program information centers on alternative transportation modes at the site (i.e. a transportation kiosk). Contact SLO Regional Rideshare for appropriate materials at 541-2277.
- Use low energy parking lot and street lights (e.g. sodium).

- For the commercial component of the project, provide secure on-site bicycle parking. One bicycle parking station for every 10-car parking spaces is considered appropriate.
- For the commercial component of the project, provide shower and locker facilities to encourage employees to bike and/or walk to work, typically one shower and three lockers for every 25 employees.

Due to the project’s potential impacts, raised in the Request for Review of the MND, to air quality and that San Luis Obispo County has been designated non-attainment for PM10 (fine particulate), additional analysis of air quality impacts shall be accomplished by a qualified air quality specialist and shall include, but not necessarily be limited to, the following:

1. Consultation with the Air Pollution Control District regarding the mitigation measures listed in the referral response letters of October 5, 2005 and July 26, 2004.
2. Discussion of County air quality policies relative to development, using thresholds of significance derived from the adopted Clean Air Plan.
3. Summary of the thresholds and air quality constraints for development of the property.
4. Recommendation and discussion of adequate and feasible mitigation measures, if any, to address air quality impacts.

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

Setting. The subject property consists of approximately 38 acres of grassland habitat and two acres of trees, and shrubs. The property is situated on an ancient flood terrace on the west side of the Salinas River. The elevation of the property varies from 760 feet at the east end to almost 780 feet at the west end. The soils are generally a sandy loam, with some areas containing gravel layers at the surface that suppress the growth of annual grasses. These gravelly areas are generally dominated by native wildflowers. The dominant annual grasses are Mediterranean exotics typical of the area. There are several large valley and coast live oak trees on the property scattered throughout the grassland. A drainage swale crosses the southwest corner of the property. No riparian or wetland vegetation is associated with the swale and the drainage does not have attributes suggestive of jurisdictional waters or wetlands. A Biological Assessment was conducted for the property (Althouse and Meade, Inc.; May of 2005).

Plants. 71 species of plants were identified on the project site. A search of the California Natural Diversity Database (CNDDDB) and California Native Plant Society (CNPS) On-Line Inventory of Rare and Endangered Vascular Plants of California for the Templeton, Paso Robles, Creston, and York Mountain quadrangles found 19 special status species known to be present in the area. 13 additional rare species were added to the list by Althouse and Meade from their knowledge of the area. No special status plants were identified on the property during site surveys on April and May of 2005. No special status plants are expected to occur on the property.

Wildlife. The 95 animal species that were observed or are expected to occur on or near the property include 16 mammals, 72 birds, 4 reptiles, and 3 amphibians. The Biological Assessment determined that 6 special status species have the potential to occur on the project site. Potential species include: the Pallid bat, Burrowing Owl, Townsend's big-eared bat, Horned Lark, Yuma myotis, and American Badger. The remaining 26 sensitive species known from the vicinity of the project site are not expected to occur on the property due to the absence of required soil type, lack of appropriate habitat, or because the project site is substantially outside of the known range for the species.

Impact. Loss of habitat. The proposed project will permanently remove approximately 35 acres of the existing annual grassland habitat and five additional acres that include opportunistic habitat in abandoned structures and landscape vegetation. The permanent removal of the existing grassland will contribute to the cumulative loss of this habitat type in the area.

To avoid the potential take of any rare species that could occur on the property, appropriate timed surveys and construction activities are required.

Several of the large Oak trees on the property are considered to be biological resources worthy of protection. An Oak tree inventory and protection plan was prepared (Alvarez & Tamagni; March 28, 2004) for the property. The tree inventory determined that 3 healthy Coast Live Oak trees and 1 unhealthy Coast Live Oak are proposed to be removed and 2 large Valley Oaks and 1 Coast Live Oak are proposed to be retained on the site. If retained on the site, the habitat value for these trees will be greatly reduced.

Mitigation/Conclusion. The applicant has previously agreed to several measures to reduce potential biological resource impacts to less than significant levels. Mitigation measures include: pre-construction nesting bird and sensitive wildlife surveys and oak tree protection. The applicant is required to replace removed oaks at a 4:1 ratio and impacted oaks at a 2:1 ratio. In addition, a Stormwater Pollution Prevention Plan (SWPPP) and a sedimentation and erosion control plan would be required for the proposed project prior to any site disturbance (refer to Section 6, Geology). The following mitigation measures were listed in the MND issued August 25, 2005 for this project:

- **Immediately prior to ground disturbance activities**, if work occurs between March 1st and August 1st, nesting bird surveys shall be conducted. To avoid impacts to nesting birds, grading and construction activities that affect grassland habitats or trees shall not be conducted during the breeding season from March 1st to August 1st. If construction activities must be conducted during this period, nesting bird surveys shall take place within one week of ground disturbance. Ground nesting birds are possible in un-mowed fallow grasslands. If surveys do not locate nesting birds, construction activities may be conducted. If nesting birds are located, no construction activities shall occur within 100 feet of nests until chicks are fledged. A 300-foot set-back will be required for raptor nests.
- **Immediately prior to ground disturbance activities and every 6 months thereafter**, a pre-construction survey shall be conducted to identify if badgers are using the site. The applicant shall submit the results of the survey shall be sent within 30 days to CDFG. If the pre-

construction survey finds potential badger dens, they shall be inspected to determine whether they are occupied. The survey shall cover the entire property, and shall examine both old and new dens. If potential badger dens are too long to completely inspect from the entrance, a fiber optic scope shall be used to examine the den to the end. Inactive dens may be excavated by hand with a shovel to prevent re-use of dens during construction. If badgers are found in dens on the property between February and July, nursing young may be present. To avoid disturbance and the possibility of direct take of adults and nursing young, and to prevent badgers from becoming trapped in burrows during construction activity, no grading shall occur within 100 feet of active badger dens between February and July. Between July 1st and February 1st all potential badger dens shall be inspected to determine if badgers are present. During the winter badgers do not truly hibernate, but are inactive and asleep in their dens for several days at a time. Because they can be torpid during the winter, they are vulnerable to disturbances that may collapse their dens before they rouse and emerge. Therefore, every 6 months, surveys shall be conducted for badger dens. If badger dens are found on the property during the pre-construction survey, the CDFG wildlife biologist for the area shall be contacted to review current allowable management practices.

- **Prior to demolition of buildings**, a pre-construction survey shall be conducted by a qualified biologist to determine if any of the buildings proposed for demolition harbor sensitive bat colonies. Maternal bat colonies may not be disturbed. If bats are found, the project biologist will work with the CDFG to decide on appropriate steps to exclude the bats from the buildings during the fall or winter (outside the breeding season).
- **Immediately prior to ground disturbance activities**, if work occurs between March 1st and August 1st, nesting bird surveys shall be conducted. To avoid impacts to nesting birds, grading and construction activities that affect grassland habitats or tress shall not be conducted during the breeding season from March 1st to August 1st. If construction activities must be conducted during this period, nesting bird surveys shall take place within one week of ground disturbance. Ground nesting birds are possible in un-mowed fallow grasslands. If surveys do not locate nesting birds, construction activities may be conducted. If nesting birds are located, no construction activities shall occur within 100 feet of nests until chicks are fledged.
- **Prior to final inspection of subdivision improvements**, the applicant shall replace, in kind at a 4:1 ratio all oak trees removed as a result of the development of the project, and in addition, shall plant, at a 2:1 ratio all oak trees impacted but not removed. Replanting shall be completed as soon as it is feasible (e.g. irrigation water is available, grading done in replant area). Replant areas shall be either in native topsoil or areas where native topsoil has been reapplied. If the latter, topsoil shall be carefully removed and stockpiled for spreading over graded areas to be replanted (set aside enough for 6-12" layer).
- **At the time of application for subdivision improvement plans**, the applicant shall clearly show on the project plans the type, size, and location of all trees to be removed as part of the project and all remaining trees within 50 feet of construction activities. The project plans shall also show the type and location of tree protection measures to be employed. All trees to remain on-site that are within fifty feet of construction or grading activities shall be marked for protection (e.g., with flagging) and their root zone fenced prior to any grading. The outer edge of the tree root zone is 1-1/2 times the distance from the trunk to the drip line of the tree. Grading, utility trenching, compaction of soil, or placement of fill shall be avoided within these fenced areas. If grading in the root zone cannot be avoided, retaining walls shall be constructed to minimize cut and fill impacts. Care shall be taken to avoid surface roots within the top 18 inches of soil. If any roots must be removed or exposed, they shall be cleanly cut and not left exposed above the ground surface.

If oak trees are removed between March 1st and October 31st, a qualified biologist shall be retained to inspect the trees for nesting birds and bats within one week of removal. If surveys do not locate nesting birds or bats, construction activities may be conducted. If nesting birds are located, no construction activities shall occur within 100 feet of nests until chicks are fledged. A 300-foot setback will be required for raptor nests. If a maternal colony of bats is found, removal cannot occur between April and November.

- **During ground disturbing construction activities**, the applicant shall implement the Tree Protection Plan measures as follows:
 - Fencing: The proposed fencing shall be shown on the grading plan. It must be a minimum of 4' high chain link, snow or safety fence staked at the edge of the dripline or line of encroachment for each tree or group of trees. The fence shall be up before any construction or earth moving begins. The fencing should be placed at the edge of the drip-line or further as measured from the actual trees. The owner shall be responsible for maintaining an erect fence throughout the construction period. The arborist(s), upon notification, will inspect the fence placement once it is erected. After this time, fencing shall not be moved without arborist inspection/approval. If the orange plastic fencing is used, a minimum of four zip ties shall be used on each stake to secure the fence along with tie wire or other suitable material intertwined through the top.
 - Soil Aeration Methods: Soils within the drip-line that have been compacted by heavy equipment and/or construction activities must be returned to their original state before all work is completed. Methods include water jetting, adding organic matter, and boring small holes with an auger (18" deep, 2-3' apart with a 2-4" auger) and the application of moderate amounts of nitrogen fertilizer. The arborist(s) shall advise.
 - Chip Mulch: All areas within the drip-line of the trees that cannot be fenced shall receive a 4-6" layer of chip mulch to retain moisture, soil structure and reduce the effects of soil compaction.
 - Trenching Within Drip-line: All trenching within the drip-line of native trees shall be hand dug, augured or bored. Prior to any trenching, all utility paths under the drip lines shall be marked by the owner and subsequently air spade to expose all roots without damaging them. Conduit/piping shall then be placed over/under all roots greater than one inch in diameter. The trench can then be re-buried without the need to cut any large roots.
 - Grading Within The Drip-line: Grading should not encroach within the drip-line unless authorized. If grading is necessary, construction of retaining walls or tree wells or other protection measures may be necessary to insure the survivability of the trees. Chip mulch 4-6" in depth may also be required in these areas. Grading should not disrupt the normal drainage pattern around the trees. Fills should not create a ponding condition and excavations should not leave the tree on a rapidly draining mound.
 - Exposed Roots: Any exposed roots shall be re-covered the same day they were exposed. If they cannot, they must be covered with burlap or another suitable material and wetted down 2x per day until re-buried.
 - Paving Within the Drip-line: Pervious surfacing is preferred within the drip-line of any oak tree. Permeable pavers with void space shall be used under any drip-line. Arborist(s) will advise.
 - Equipment Operation: Vehicles and all heavy equipment shall not be driven under the trees, as this will contribute to soil compaction. Also there is to be no parking of equipment or personal vehicles in these areas. All areas behind fencing are off limits unless pre-approved by the arborist.
 - Existing Surfaces: The existing ground surface within the drip-line of all oak trees shall not be cut, filled, compacted, or pared, unless shown on the grading plans and approved by the arborist.

- Construction Materials and Waste: No liquid or solid construction waste shall be dumped on the ground within the drip-line of any oak tree.
- Arborist Monitoring: an arborist shall be present for selected activities (trees identified on spreadsheet) and pre-construction fence placement inspection. The monitoring does not necessarily have to be continuous but observational at times during the above activities. It is the responsibility of the owner(s) or their designee to inform us prior to these events so we can make arrangements to be present. The following activities shall be monitored:
 - Any trenching within the drip-line (utilities)
 - Curb footing excavation
 - Sidewalk grading
 - Building footing excavation
 - Road grading
- Pre-Construction Meeting: An on-site pre-construction meeting with the Arborist(s), Owner(s), Planning Staff, and the earth moving team shall be required for this project. Prior to final occupancy, a letter from the arborist(s) shall be required verifying the health/condition of all impacted trees and providing any recommendations for any additional mitigation. The letter shall verify that the arborist(s) were on site for all grading and/or trenching activity that encroached into the drip-line of the selected native trees, and that all work done in these areas was completed to the standards set forth above.
- Pruning: Class 4 pruning includes-Crown reduction pruning shall consist of reduction of tops, sides or individual limbs. Attention will be given to removing limbs with woodpecker damage, cavities along with mistletoe removal. A trained arborist shall perform all pruning. Pruning shall take place prior to any construction.
- Landscape: All landscape under the drip-line shall be drought tolerant or native varieties. Lawns shall be avoided. All irrigation trenching shall be routed around critical root zones, otherwise above group drip-irrigation shall be used.
- Utility Placement: All utilities shall be placed down the roads and driveways and when possible outside of the drip-line. All trenching in these areas shall be hand dug. As stated above in the trenching mitigation, all paths shall be marked by the owner and air spade prior to any digging.

Use of the aforementioned mitigation measures may sufficiently mitigate for potential impacts to biological resources resulting from this project, however without further analysis of the mitigation measures, potentially significant impacts to biological resources may exist. A biological resource analysis should be prepared and include, but not be limited to, the following:

1. Pier review of the Biological Assessment submitted by Althouse and Meade, Inc (May of 2005).
2. Identification and discussion of feasible mitigation measures, if any, which could be included in the project to minimize potential adverse biological impacts to less than significant levels.

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

5. CULTURAL RESOURCES -
Will the project:

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
c) <i>Disturb paleontological resources?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The proposed project is located along a cultural boundary between the Southern Salinan and the Northern (Obispeno) Chumash. Current understanding of factors these Native Americans favored for selection of use areas includes reliable water sources, proximity to food sources, and a wide view of the surrounding area.

The surface of the proposed project is mapped of Quaternary Alluvium. The project site is underlain at variable depth by sediments of Quaternary Older Alluvium, Paso Robles Formation, Monterey Formation, and Vaqueros Formation.

Impact. An Archaeological and Paleontological Assessment of the proposed project site was conducted by Cogstone Resource Management, Inc on April 14, 2004. From the archaeological standpoint the assessment discovered no evidence of cultural materials on the property, however, it did state that the attributes associated with areas chosen by Native Americans is evident on the property. Thus, the assessment concluded that the project site might have subsurface archaeological resources.

From a paleontological standpoint, the assessment determined that the surface sediments are too young to contain fossils. There are four known fossil localities in the project vicinity. The field survey did not discover any fossils; however, the assessment did state that there is high potential for subsurface fossils.

Mitigation/Conclusion. The applicant has agreed to submit and implement archaeological and paleontological resources monitoring plans and apply mitigation measures including data recovery if significant resources are found. The following mitigation measures were listed in the original MND for the project and incorporation of them Implementation of the monitoring plans should mitigate potential impacts to archaeological and paleontological resources to less than significant.

- **Prior to issuance of grading and construction permits,** the applicant shall submit for the review and approval of the Environmental Coordinator, a detailed research design for an Archaeological Monitoring & Recovery Plan (AMRP). The AMRP shall be consistent with the Archaeological Assessment of the property (Cogstone; April 14, 2004) and shall be prepared by a qualified paleontologist approved by the Environmental Coordinator. The AMRP program shall include the following at minimum:
 - List of personnel involved in the monitoring activities;
 - Clear identification of what portions of the project (e.g. phases, areas of the site, types of activities);
 - Description of how the monitoring shall occur;
 - Description of frequency of monitoring (e.g. full-time, part time, spot checking);
 - Description of what resources are expected to be encountered;
 - Description of circumstances that would result in the "work diversion" at the project site;
 - Description of procedures for diverting work on the site and notification procedures;
 - Description of monitoring reporting procedures.
 - Disposition of collected materials;
 - Proposed analysis of results of data recovery and collected materials, including timeline of final analysis results.

- **Prior to issuance of grading and construction permits**, the applicant shall submit for the review and approval of the Environmental Coordinator, a detailed research design for a Paleontological Monitoring & Recovery Plan (PMRP). The PMRP shall be consistent with the Paleontological Assessment of the property (Cogstone; April 14, 2004) and shall be prepared by a qualified paleontologist approved by the Environmental Coordinator. The PMRP program shall include the following at minimum:
 - List of personnel involved in the monitoring activities;
 - Clear identification of what portions of the project (e.g. phases, areas of the site, types of activities);
 - Description of how the monitoring shall occur;
 - Description of frequency of monitoring (e.g. full-time, part time, spot checking);
 - Description of what resources are expected to be encountered;
 - Description of circumstances that would result in the "work diversion" at the project site;
 - Description of procedures for diverting work on the site and notification procedures;
 - Description of monitoring reporting procedures.
 - Disposition of collected materials;
 - Proposed analysis of results of data recovery and collected materials, including timeline of final analysis results.

To ensure that the mitigation measures proposed will not result in significant impacts to cultural and paleontological resources additional analysis is needed by a qualified archaeologist and shall include, but not be limited to, the following:

1. Pier review of the Archaeological and Paleontological Assessment conducted for this project (Cogstone Resource Management, Inc on April 14, 2004).
2. Recommendation and discussion of adequate and feasible mitigation measures, if any, to ensure that known and unknown archaeological resources are adequately protected.

The location and detailed descriptions of pre-historic archaeological resources shall be contained in an appendix to be published under separate cover and clearly marked "Confidential, Not For Public Review".

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

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

Setting. GEOLOGY - The topography of the project is nearly level. The area proposed for development is outside of the Geologic Study Area designation. The landslide risk potential is considered low. The liquefaction potential during a ground-shaking event is considered high. The project is within a known area containing serpentine or ultramafic rock or soils.

Any project within the Geologic Study area designation or within a high liquefaction area is subject to the preparation of a geological report per the County's Land Use Ordinance (LUO) section 22.14.070 (c) to evaluate the area's geological stability relating to the proposed use. A Geotechnical report, as required by ordinance, will be required prior to finaling of the tract map to address concerns regarding liquification. Requirement of this report will minimize impacts regarding liquification to a less than significant amount.

The project site is located adjacent to an area that is within the Extractive Resource Area (EX) land use designation in the San Luis Obispo County Land Use Ordinance. The Salinas River provides sand and gravel resources that are currently extracted from multiple mines located at various locations along the river. There are at least two active mines extracting resources from the Salinas River on parcels within one half of a mile of the project site.

The Rinconada fault (a potentially active fault), as indicated in the Fault Traces Exhibit, may be located within close proximity of the northeast corner of the site. The Fault Traces Exhibit depicts 2 published maps regarding this particular fault. The 1:62,500 scale map indicates that the fault is

located in the northeast corner of this site, while the 1:24,000 scale map indicates that no fault exists in this area. Due to the discrepancy of mapping of this particular fault and potential impacts as a result of placing structures on the fault, a Geotechnical study is required to address faulting if the report determines that faulting is different than shown in the Fault Traces Exhibit. If the report determines that the fault is located at a different location than what has been mapped, appropriate setbacks from the fault will be required.

DRAINAGE – The area proposed for development is outside of the 100-year Flood Hazard designation as described in section 11- Water. The Salinas River is approximately 0.1 mile to the east of the property. As described in the Natural Resource Conservation Service Soil Survey, the soil is considered very poorly to moderately drained. For areas where drainage is identified as a potential issue, the LUO (Sec. 22.52.080) includes a provision to prepare a drainage plan to minimize potential drainage impacts. When required, this plan would need to address measures such as: constructing on-site retention or detention basins, or installing surface water flow dissipaters. This plan would also need to show that the increased surface runoff would have no more impacts than that caused by historic flows.

A Preliminary Drainage Report was prepared (Wallace Group; July 22, 2005) for this project. Details of the report are described in Section 14 of this report. The purpose of the report was to provide a drainage analysis regarding taking runoff from the site and conveying it north and south from the site via the railroad right-of-way, it's historical flow path.

SEDIMENTATION AND EROSION – The soil types include: Arbuckle fine sandy loam, (0 - 2% slope), Lockwood shaly loam, (0 - 2% slope), Lockwood-Concepcion complex, (9 - 15 % slope). As described in the NRCS Soil Survey, the soil surface is considered to have moderate to high erodibility and low to high shrink-swell characteristics.

When highly erosive conditions exist, a sedimentation and erosion control plan is required (LUO Sec. 22.52.090) to minimize these impacts. When required, the plan is prepared by a civil engineer to address both temporary and long-term sedimentation and erosion impacts. Projects involving more than one acre of disturbance are subject to the preparation of a Storm Water Pollution Prevention Plan (SWPPP), which focuses on controlling storm water runoff. The Regional Water Quality Control Board is the local extension that monitors this program.

Impact. As proposed, the project will result in the disturbance of approximately 41 acres. Due to the potential presence of asbestos, the applicant will be required to conduct a geologic investigation for naturally occurring asbestos on the project site (see section 3). In addition, prior to recordation of the final map, the applicant is required to prepare a SWPPP and a Sedimentation and Erosion Control plan as specified in section 22.05.034 of the County Land Use Ordinance prior to issuance of permits. Significant impacts regarding liquification, faulting, and drainage are possible if further analysis is not completed.

Furthermore, when proposing any use other than resource extraction within the EX land use designation, the Land Use Ordinance requires that a specific finding be approved. The finding to be made states that the proposed use will not adversely affect the continuing operation or expansion of the extractive use. Even though this project is not designated EX, it is adjacent to a property that is designated such. Therefore, in order to determine the impacts associated with the development proposed by this project in relation to resource extractive operations, a discussion of the impacts to applicable mining operations should be further analyzed.

Mitigation/Conclusion. A registered engineer must evaluate potentially significant drainage, erosion, and sedimentation impacts. The analysis should include, but not be limited to, the following:

1. Consultation with the County Public Works Department.
2. Pier review of the Preliminary Drainage Report that was prepared for this project (Wallace Group; July 22, 2005).
3. Identification and discussion of feasible mitigation measures, if any, which could be included in the project to minimize potential adverse drainage, erosion, and sedimentation impacts.

A Registered Engineering geologist will be needed to consider the following when evaluating the project's potentially significant impacts to or from geological resources:

1. Consultation with the County Public Works Department, the County Department of Planning and Building, reference to the San Luis Obispo County Land Use Ordinance (including the Safety Element) and County GIS mapping.
2. Incorporate at a minimum the following project setting components:
 - a. Faulting
3. Mapping of significant areas that pose geologic hazards.
4. Evaluation and discussion of the geologic features of the site and surrounding area that may have a significant adverse impact on the development of the project.
5. Identification and discussion of feasible mitigation measures, if any, which could be included in the project to minimize potential impacts related to geologic hazards or topographic alteration.

A qualified individual will be needed to consider the following when evaluating the project's potentially significant impacts to or from resource extractive resources:

1. Identification and discussion of feasible mitigation measures, if any, which could be included in the project to minimize potential impacts to any resource extraction operations.

7. HAZARDS & HAZARDOUS MATERIALS - <i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Result in a risk of explosion or release of hazardous substances (e.g. oil, pesticides, chemicals, radiation) or exposure of people to hazardous substances?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Interfere with an emergency response or evacuation plan?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) <i>Expose people to safety risk associated with airport flight pattern?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) <i>Increase fire hazard risk or expose people or structures to high fire hazard conditions?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Create any other health hazard or potential hazard?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The project is not within a high severity risk area for fire. The project is not within the Airport Review area. The project is not located in an area of known hazardous material contamination.

Impact. The project does not present a significant fire safety risk. The project is not expected to conflict with any regional evacuation plan. A Phase I Environmental Site Assessment was completed for the subject property by GeoResearch on November 11, 1994. The purpose of the assessment was to determine if current or historical uses of the subject property or surrounding properties have resulted in the presence of known or suspected hazardous materials that have the potential for adverse environmental impact to the subject property. The assessment determined that asbestos-containing materials may be present within the buildings on the subject property. An asbestos survey is recommended prior to any significant renovation or demolition of any of the structures. The assessment also concluded that lead-containing paint might be present within the buildings on the property. A lead paint survey is recommended to evaluate if paint in the buildings contains lead at excessive concentrations. The assessment identified that an empty above ground fuel tank is present on site. The assessment suggested that if the tank is to be reused, that a permit to operate the fuel tank and dispenser be obtained from the local enforcement agency and that the fueling facility be upgraded to meet applicable regulatory standards. The project does not propose the use of hazardous materials.

As described in Section 2, the location of the recreational component of this project is adjacent (across the railroad tracks) from an existing agricultural operation. Locating a potentially incompatible use adjacent to an existing agricultural use could result in potentially significant impacts to the users of the recreational area by exposing them to pesticides and other agriculturally related hazards.

Mitigation/Conclusion. Recommended measures to reduce potentially significant hazardous materials impacts to insignificant levels include obtaining surveys for asbestos and lead-containing paint and implementing applicable recommendations resulting from those surveys and obtaining relevant permits from the local enforcement agency if the above ground fuel tank is to be reused. The mitigation measures stated in the previously issued MND included:

- **Prior to any significant renovation or demolition**, due to the possibility for asbestos containing materials (ACM) to be present within the buildings on the subject property, an asbestos survey is recommended. In addition, due to the pre-1980 construction date, notification of residents, employees, maintenance workers, and outside contractors regarding the presence of ACM in the subject buildings is required in accordance with the Asbestos Notification Act/Connelly Bill (AB3713), California Health and Safety Code Section 25915.
- **Prior to any significant renovation or demolition**, due to the potential for lead-containing paint to be present within the buildings on the subject property, a lead based paint survey be conducted to evaluate if paint in the buildings contains lead at excessive concentrations.
- **Prior to the re-use of the above ground fuel tank and dispenser**, if applicable, apply for and obtain a permit to operate the fuel tank and dispenser from the local enforcement agency. The fueling facility should be upgraded to meet applicable regulatory standards.

Based on the implementation of the mitigation measures listed above, hazards and hazardous materials impacts relating to asbestos, lead based paint and the fuel storage tank would be reduced to less than significant levels. However potentially significant impacts may result from the introduction of a potentially incompatible recreational use adjacent to existing agricultural operations, therefore, additional analysis is needed by a qualified individual. The agricultural resource analysis should include, but not be limited to, the following:

1. Pier review of the Phase I Environmental Site Assessment, which was completed for the subject property by GeoResearch on November 11, 1994.
2. Evaluation of the potential for incompatibilities between agriculture and recreational/

residential uses.

3. Recommendation and discussion of adequate and feasible mitigation measures, if any, to ensure that users of the proposed recreational area are not adversely affected by the agricultural uses on the adjacent property.

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

Setting. The site is bordered on the western property line by Highway 101/Ramada Drive and on the eastern property line by the Union Pacific Railroad Tracks. The topography of the site is fairly level and thus will not substantially affect noise on the property. The noise contour maps of the San Luis Obispo County Noise Element indicate that the entire site is influenced by the noise of Highway 101 and the Union Pacific Railroad tracks (60, 65, and 70 dB). The northern portion of the site also falls within the 45 dB stationary noise contour of the Union Asphalt Batch Plant.

Impact. Proposed development includes commercial and residential buildings totaling 422,788 square feet. The project will result in the disturbance of the entire parcel. The proposed project is within the Commercial Retail land use category and is located on the east side of Ramada Drive approximately 550 feet north of the intersection with North Main Street and the Highway 101 on-ramp. The proposed project consists of:

- 4 mini-storage buildings totaling 71,200 square feet of storage space and 1,400 square feet of office space
- 7 commercial retail buildings totaling approximately 79,000 square feet
- 8 live/work buildings totaling 10,044 square feet of office/retail space and 54,794 square feet of residential space
- 1 drive-through restaurant totaling 4,100 square feet
- 1 sit-down restaurant at 7,100 square feet
- 55 single-family residential buildings totaling approximately 113,188 square feet
- 11 multi-family residential buildings totaling 52,382 square feet
- 3 commercial retail buildings totaling approximately 29,580 square feet

Due to the level of development and proximity to noise sources, the proposed project has the potential to generate significant stationary or transportation-related noise sources and has the potential to be exposed to significant noise levels.

A noise analysis was completed (Bill Dohn; April 19, 2004). The analysis identified that the noise from Highway 101 and the train tracks would impact all proposed lots on the site. Based on the County Noise Element and the site plan, the analysis identified specific Exterior Noise Levels (LDN/CNEL or LEQ) for the following locations on the project: Commercial Lots (~75 dBA nearest Ramada Dr. to ~60 dBA nearest railroad tracks), Mixed Use Lots surrounding park (~70 dBA nearest Ramada Dr. to ~65

dBA nearest railroad tracks), Multi-Family Residential (~65 dBA nearest Ramada Dr. to ~ 60 dBA nearest railroad tracks), Single Family Residential (~65 dBA everywhere), and the Ballfield (~70 dBA). These levels are within the allowed levels as defined in the County Noise Element.

The noise study identified specific noise level reductions (NLRs) that would be necessary for achieving 45 LDN/CNEL in indoor living spaces. These NLRs are as follows: commercial buildings (with offices) nearest Ramada Dr. – 30 dB; commercial buildings (with offices) near the center of parcel – 25 dB; mixed use buildings in the block north of the park – 30 dB; mixed use buildings (not described above) – 25 dB; single family buildings – 20 dB; multi-family buildings – 20 dB.

Based on the expected noise levels and related NLRs, construction measures specified in the Acoustical Design Manual along with additional measures identified in the noise study, would reduce interior noise levels to less than significant levels.

The noise analysis did not, however, analyze the potential for this project to generate significant stationary or transportation-related noise. Additional noise analyses will be necessary to determine if significant stationary or transportation-related noise levels will result from this project.

Mitigation/Conclusion. To mitigate the potential for a significant noise impact on the project from existing noise sources the applicant has agreed to comply with design requirements outlined in the Acoustical Design Manual for San Luis Obispo County as well as additional requirements developed in the noise study and applied to compensate for additional noise created by the mixed use nature of the development. These mitigation measures include the use of specific building materials and techniques explicit to the building type and location on the property. The measures listed in the previous MND are as follows:

- **Prior to issuance of construction permits for all parcels**, the applicant shall demonstrate that the homes/buildings with required Noise Level Red (NLR), to achieve 45 dBA, of 30 dB or less are designed, in accordance with the Acoustical Design Manual for San Luis Obispo County. The Acoustical Design Manual suggests, in cases where NLR requirements do not exceed 30 dB, the application of “standard mitigation packages. Since none of NLRs determined for the project area exceed 30 dB, the following mitigation measures have been established to minimize interior noise exposure including, but not limited to the following features:
 - Homes/Buildings with Required NLR of 30 dB:
 - Air conditioning or a mechanical ventilation system is installed so that windows and doors remained closed.
 - Windows and sliding doors are mounted in low air infiltration rate frames (0.5 cfm or less, per ANSI specifications).
 - Exterior doors are solid core with perimeter weather stripping and threshold seals.
 - Exterior walls consist of stucco or brick veneer. Wood siding with a ½ “ minimum thickness fiberboard (“soundboard”) underlayer may also be used.
 - Glass in both windows and doors should not exceed 20% of the floor area in the room.
 - Roof and attic vents facing the noise source should be baffled.
 - The interior sheetrock of exterior wall assemblies should be attached to studs by resilient channels. Staggered studs or double walls are acceptable alternatives.
 - Window assemblies should have a laboratory-tested STC rating of 30 or greater. (Windows that provide superior noise reduction capability and that

are laboratory-tested are sometimes called “sound-rated” windows. In general, these windows have thicker glass and/or increased air space between panes. In contrast, standard energy-conservation double-pane glazing with an 1/8” or 1/4” air space may be less effective in reducing noise from noise sources than single-pane glazing”.)

- Homes/Buildings with Required NLR of 25 dB:
 - Air conditioning or a mechanical ventilation system is installed so that windows and doors remained closed.
 - Windows and sliding doors are mounted in low air infiltration rate frames (0.5 cfm or less, per ANSI specifications).
 - Exterior doors are solid core with perimeter weather stripping and threshold seals.
 - Exterior walls consist of stucco or brick veneer. Wood siding with a 1/2 “ minimum thickness fiberboard (“soundboard”) underlayer may also be used.
 - Glass in both windows and doors should not exceed 20% of the floor area in the room.
 - Roof and attic vents facing the noise source should be baffled.
- Homes/Buildings with Required NLR of 20 dB:
 - Air conditioning or a mechanical ventilation system is installed so that windows and doors remained closed.
 - Windows and sliding doors are mounted in low air infiltration rate frames (0.5 cfm or less, per ANSI specifications).
 - Exterior doors are solid core with perimeter weather stripping and threshold seals.

Based on the above discussion and implementation of the mitigation measures listed above many of the noise impacts onsite will be reduced to less than significant levels, however since the noise analysis did not analyze the potential for this project to generate significant stationary or transportation-related noise impacts, further analyses are necessary. Due to the potential for significant impacts to noise, additional analysis of noise impacts shall be accomplished by a qualified person experienced in the field of environmental noise assessment and shall include, but not be limited to, the following:

1. Pier review of the noise analysis completed for this project (Bill Dohn; April 19, 2004).
2. Identification and discussion of significant stationary or transportation-related noise impacts resulting from development of this project, using thresholds based on the adopted noise element of the County General Plan.
3. Recommendation and discussion of adequate and feasible mitigation measures, if any, to minimize potential noise impacts.

9. POPULATION/HOUSING - <i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace existing housing or people, requiring construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

9. POPULATION/HOUSING - <i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
c) <i>Create the need for substantial new housing in the area?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) <i>Use substantial amount of fuel or energy?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. In its efforts to provide for affordable housing, the county currently administers the Home Investment Partnerships (HOME) Program and the Community Development Block Grant (CDBG) program, which provides limited financing to projects relating to affordable housing throughout the county.

Title 18 of the County Code (Public Facilities Fees) requires that an affordable housing mitigation fee be imposed as a condition of approval of any new residential development project.

The County has recently adopted a revised Housing Element. One of the new Housing Element Programs (Program HE 1.9) indicates that the County will prepare an Inclusionary Housing Ordinance during 2005. Upon adoption of the ordinance, future commercial development may be required to pay a fee to support development of new affordable housing.

Impact. The project is located within the community of Templeton Urban Reserve Line and is in the Commercial Retail Land Use Category. The project is proposing both commercial and residential uses on the property. The Commercial Retail Land Use Category allows for both commercial and residential uses (given that the residential use is subordinate to the commercial use).

The project is proposing the following development:

Commercial

- 4 mini-storage buildings totaling 71,200 square feet of storage space and 1,400 square feet of office space
- 7 commercial retail buildings totaling approximately 79,000 square feet
- 8 live/work buildings totaling 10,044 square feet of office/retail space and 54,794 square feet of residential space
- 1 drive-through restaurant totaling 4,100 square feet
- 1 sit-down restaurant at 7,100 square feet
- 3 commercial retail buildings totaling approximately 29,580 square feet

Residential

- 55 single-family residential buildings (55 three bedroom units)
- 11 multi-family residential buildings (11 triplexes totaling 33 three bedroom units)
- 8 live/work buildings (30 three bedroom units)

The potential increase in the demand for housing resulting from the commercial portion of this project has not been analyzed. Further analysis will be necessary in order to determine the number of housing units required to accommodate the future employees of the proposed commercial uses.

In order to determine the potential increase in population derived from development of the residential portion of this development, the total number of residential units was multiplied by the persons-per-household rate for the area. The total number of potential units is 118 (55 single family, 33 multi-family, and 30 live/work units). The current persons-per-household rate for Templeton is 2.98 (2000 U.S. Census). The potential increase in population resulting from the residential portion of this project

is 351.46 persons (118 units x 2.98 pp/h). The current population of the community of Templeton is estimated at 7,859 (Templeton 2004 Community Profile, 2004). Therefore, an increase of 351 people represents a 4.5% increase in the population.

Further analysis of the jobs/housing ratio resulting from this project is necessary in order to determine if impacts to the housing market will be significantly affected by the increase in commercial inventory provided by this project. A potentially significant impact could result if the number of housing units needed to accommodate the jobs created by this project is significantly higher than the amount of housing created by this project.

Mitigation/Conclusion. The mitigation measure developed in the original MND is as follows:

- Prior to map recordation, the applicant will pay an affordable housing mitigation fee of 3.5 percent of the adopted Public Facility Fee. This fee will not apply to any county-recognized affordable housing included within the project.

In addition to the condition listed above, due to the potential for significant impacts to population/housing, additional analysis of population/housing impacts shall be accomplished by a qualified person and shall include, but not be limited to, the following:

1. Identification and discussion of significant population/housing impacts resulting from development of both the commercial and residential portions of this project.
2. Recommendation and discussion of adequate and feasible mitigation measures, if any, to minimize potential housing/population impacts.

10. PUBLIC SERVICES/UTILITIES - <i>Will the project have an effect upon, or result in the need for new or altered public services in any of the following areas:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Police protection (e.g., Sheriff, CHP)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Roads?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Solid Wastes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The project area is served by the Templeton Fire Department as the primary emergency responders. The closest CDF fire station (Templeton CDF 32) is approximately 1.5 miles to the south. The closest Sheriff substation is in Templeton, which is approximately 1.2 miles from the proposed project. The project is located in the Templeton Unified School District.

Impact. The proposal includes the development of 90 commercial and residential buildings totaling 422,788 square feet in size and is located on the east side of Ramada Drive approximately 550 feet north of the intersection with North Main Street and the Highway 101 on-ramp.

A referral was sent to the Templeton Fire Department. Templeton Fire responded (Fire Safety Letter, 7/12/04) with a list of requirements for the project to meet. Other applicable entities regarding public services include: the San Luis Obispo County Sheriff's Department, the California Highway Patrol, and the Templeton Unified School District. No comments were received from any of these entities.

A traffic impact analysis report was completed (Orosz Engineering Group, Inc.; July, 2005). The report indicated that certain road improvements would reduce traffic impacts resulting from this proposed project to less than significant levels. As a result of concerns raised in the Request for Review of the original MND and further review by County Public Works staff, a subsequent Traffic Study was required, and is currently being conducted by Associated Transportation Engineers (ATE). A copy of the Initial Traffic Information was provided by ATE for this study. The Initial Traffic Information suggests that the impacts to traffic and roads will be significant and the report recommends a detailed traffic analysis for the intersections of:

- Main Street/Ramada Drive
- Main Street/ Highway 101 NB
- Main Street/ highway 101 SB
- Main Street/ Theater Drive

The level of impact to roads and traffic resulting from this project, are found in Section 12-Transportation/Circulation.

Mitigation/Conclusion. Public facility (county) and school (State Government Code 65995 et sec) fee programs have been adopted to generally address the project's direct and cumulative impacts, however further analysis is required to determine if measures above and beyond what is required by government code is necessary to reduce the potential for significant impacts to public services to levels of insignificance. The additional analysis should to consider the following:

1. Consultation with the Templeton Fire Protection District, the San Luis Obispo County Sheriff's Department, the California Highway Patrol, and the Templeton Unified School District.
2. Evaluation and discussion of the past and present status of police, fire, and school services in the project area.
3. Identification and discussion of significant impacts to public services, or resulting from inadequate public services, that could result from the development of the project.
4. Identification and discussion of feasible mitigation measures, if any, which could be included in the project to minimize potential impacts related to public services.

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

Setting. The County Trails Plan shows that a potential trail does not go through the proposed project. The project is not proposed in a location that will affect any trail, park or other recreational resource.

Prior to map recordation, county ordinance requires the payment of a fee (Quimby) for the

improvement or development of neighborhood or community parks.

Impact. The project is proposing development of two parks on site that will be used by the residents and visitor’s of the proposed project. Approximately 8.28 acres of property will be developed as two separate parks on the site. The proposed project will create additional need for recreational uses and further analysis is necessary in order to determine if the recreational areas proposed on the site will adequately meet the needs of the additional population resulting from the residential and commercial development proposed by this project. A potentially significant impact could occur if the recreation analysis determines that the recreational areas proposed by this project do not meet the needs of the additional population resulting from this project.

Mitigation/Conclusion. The “Quimby” fee will be required to mitigate the project’s impact on recreational facilities. In addition, due to the potential for significant public recreation impacts, additional analysis is needed to be performed by a qualified individual with expertise in recreation, and shall include, but not necessarily be limited to, the following:

1. Consultation with the County Department of General Services – Parks and Recreation Division.
2. Identification of the existing recreational demands and deficiencies in the region.
3. Identification and evaluation of the project’s demand on recreational facilities, and what, if any aspects of the project will offset the increased demands.
4. Discussion of the adequacy of existing fees, and as appropriate, identification and discussion of feasible mitigation measures which could be included in the project to minimize potential impacts related to recreation.

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

**12. TRANSPORTATION/
CIRCULATION - Will the project:**

	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
h) <i>Result in a change in air traffic patterns that may result in substantial safety risks?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) <i>Other:</i> _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Setting. The proposal includes the development of 90 commercial and residential buildings totaling 422,788 square feet in size to be phased in 2 stages.

The project will result in the disturbance the entire parcel. The project will create 5 on-site roads. Specific off-site road improvements are yet to be determined. The proposed project is within the Commercial Retail land use category and is located on the east side of Ramada Drive approximately 550 feet north of the intersection with North Main Street and the Highway 101 on-ramp in the community of Templeton. The site is in the Salinas River planning area.

The project proposes to take access to Ramada Drive, which is a frontage road along Highway 101 between Main Street and Highway 46 West. Access to the site is proposed via three new roads along Ramada Drive. Two of the access points will be located near the north and south property lines and the other is centrally located along the Ramada Drive frontage.

Referrals were sent to Public Works and the California Department of Transportation (Caltrans).

Impact. Caltrans and the County of San Luis Obispo identified eight intersections that could be potentially impacted by traffic of this proposed project. The intersections include:

Main Street at:

1. Ramada Drive,
2. Northbound Highway 101 ramps,
3. Southbound Highway 101 ramps, and
4. Theater Drive

West Highway 46 at:

5. Ramada Drive,
6. Northbound 101 ramps,
7. Southbound Highway 101 ramps, and
8. Theater Drive

A traffic impact analysis report was completed (Orosz Engineering Group, Inc.; July, 2005). The report indicated that certain road improvements would reduce traffic impacts resulting from this proposed project to less than significant levels. As a result of concerns raised in the Request for Review of the original MND and further review by County Public Works staff, a subsequent Traffic Study was required, and is currently being conducted by Associated Transportation Engineers (ATE). A copy of the Initial Traffic Information was provided by ATE for this study. The Initial Traffic Information suggests that the impacts to traffic and roads will be significant and the report recommends a detailed traffic analysis for the intersections of:

- Main Street/Ramada Drive
- Main Street/ Highway 101 NB
- Main Street/ Highway 101 SB
- Main Street/ Theater Drive

At the applicant's request, a detailed traffic study is underway by ATE and should be completed prior to the release of the Request for Proposal for the Environmental Impact Report for this project.

Mitigation/Conclusion. Per the Initial Traffic Information, the potential for significant traffic impacts does exist and additional analysis is needed to be performed by a registered Engineer with expertise in traffic, and shall include, but not be limited to, the following:

1. Consultation with the California Department of Transportation, the County Public Works Department, and the City of Paso Robles.
2. Pier review of the detailed Traffic Impact Analysis (currently being conducted by ATE). The review will verify that the traffic study provides identification of the existing traffic capacity and load of the following roads: Main Street, Ramada Drive, Highway 101 NB, Highway 101 SB, Theater Drive. The review will also verify that the traffic study provide Identification and evaluation of existing traffic safety issues, with special attention to the following locations: Main Street/Ramada Drive intersection, Main Street/ Highway 101 NB intersection, Main Street/ Highway 101 SB intersection, Main Street/ Theater Drive intersection
3. Identification and discussion of feasible mitigation measures, if any, which could be included in the project to minimize potential impacts related to traffic capacity or traffic safety.

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

Setting. The Environmental Health Division is in receipt of a valid will-serve letter (Templeton Community Services District; August 16, 2004) that states this system can accept and process the wastewater proposed from the project. To be in compliance with the Central Coast Basin Plan, this system was originally required to obtain a waste discharge requirement permit through the Regional Water Quality Control Board. Should this additional amount of effluent exceed what is allowed for the existing waste discharge permit, an amendment to this permit will be necessary. If such an amendment is needed, improvements to the system may also be necessary, which could include expansion of portions of the system or enlarging the line(s) between the project and the system. Any such amendment would need to be approved by the RWQCB, and would need to meet the Central Coast Basin Plan.

Impact. The project proposes to use a community system (Templeton Community Services District) as its means to dispose wastewater. Further analysis is needed to determine if the existing wastewater facility will sufficiently accommodate the increased demand resulting from this project. A potentially significant impact could occur if substantial improvements are necessary in order to accommodate the increase in demand or if the demand cannot be met with improvements to the existing facility.

Mitigation/Conclusion. Due to the potential for wastewater impacts, additional analysis is needed to be performed by a qualified individual, and shall include, but not be limited to, the following:

1. Consultation with the RWQCB, Templeton Community Services District, and the County Department of Environmental Health.
2. Identification of the existing wastewater demands and capacity in the area.
3. Identification and evaluation of the project's demand on wastewater facilities, and what, if any improvements to the existing system will be necessary to accommodate the increased demand.
4. Discussion of the adequacy of existing fees, and as appropriate, identification and discussion of feasible mitigation measures which could be included in the project to minimize potential impacts related to recreation.

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

Setting/Impact. Water Usage. The project proposes to use a community system (Templeton Community Services District) as its water source. The Environmental Health Division has reviewed the project for water availability and has determined that there is preliminary evidence that there will be sufficient water available to serve the proposed project based on the receipt of Templeton Community Service District's (TCSD) Conditional Will Serve Commitment letter dated August 16, 2004 to the applicant. The Request for Review of the original MND and subsequent communications with members of the community have brought into question the availability of water to serve the project as well as the allotment provided to the applicant by TCSD.

Subsequent to the issuance of the original MND, the applicant and TCSD have provided the following reports to establish rights to water and also prove that adequate water exists to serve the project:

- Riparian Groundwater Study (Tetra Tech; January 16, 1996)
- Agency Agreement for Riparian Lands (TCSD; July 8, 1996)
- Review of Owens Property Riparian Investigation (Fugro West; February 11, 2004)

Based on available information, the proposed water source is not known to have any significant quality problems, however, further analysis is necessary in order to determine if the proposed water source has any significant availability problems.

Surface Water. The topography of the project is nearly level. The property is situated on an ancient flood terrace on the west side of the Salinas River. As described in the NRCS Soil Survey, the soil surface is considered to have moderate to high erodibility.

A Preliminary Drainage Report was prepared (Wallace Group; July 22, 2005) for this project. The purpose of the report was to provide a drainage analysis regarding taking runoff from the site and conveying it north and south from the site via the railroad right-of-way, it's historical flow path. The report determined that the site lies outside of the 100-year flood zone as delineated by the Federal Emergency Management Agency (FEMA).

Approximately half the site drains to the northeast and the other half to the southeast. Three basins are proposed to mitigate concentrated flow to both locations using the drainage strategy of detaining a 50-year storm event at proposed site conditions and outletting a flow that mimics 2-year flow, historical conditions. The SCS Curve Number method (Type I storm) developed by the Natural Resource Conservation Service (NRCS) was used to find runoff from the site. The runoff and basin routing was modeled using the Hydraflow Hydrographs software by Intellisolve. The analysis determined that the outlet rate from the basins in this size of storm event is lower than the runoff rate of the current site during a typical 2-year storm and as a result, the downstream properties will not be impacted. As indicated in Section 6- Geology and Soils, a pier review of the Preliminary Drainage Report (Wallace Group; July 22, 2005) will be required. This pier review will determine if the proposed project will alter the drainage patterns of surface water.

Approval of the Drainage Plan and compliance with this plan (per LUO Section 22.52.080), which will direct surface flows in a non-erosive manner through the site, is required by ordinance.

In addition, a Stormwater Pollution Prevention Plan (SWPPP) and a sedimentation and erosion control plan would be required for the proposed project prior to any site disturbance (refer to Section 6, Geology).

Mitigation/Conclusion. No potentially significant water quality impacts were identified, however due to potentially significant impacts regarding water quantity, a complete **hydro geologic analysis** shall be prepared by a certified engineering geologist and shall include, but not be limited to, the following:

1. Consultation with the County Department of Environmental Health and the Templeton Community Services District.
2. Pier review of the Riparian Groundwater Study (Tetra Tech; January 16, 1996), Agency Agreement for Riparian Lands (TCSD; July 8, 1996), and Review of Owens Property Riparian Investigation (Fugro West; February 11, 2004).
3. Current and future projections of water demand for the project based on the various uses making up the proposed project's water demands.
4. Evaluation and discussion of the long-term capability of the ground water basin(s) to provide adequate quantities of water, and the potential for subsidence and saltwater intrusion.
5. Identification and discussion of feasible mitigation measures, if any, which could be included in the project to minimize potential impacts related to groundwater availability.

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

Setting/Impact. Surrounding uses are identified on Page 2 of the Initial Study. The proposed project was reviewed for consistency with policy and/or regulatory documents relating to the environment and appropriate land use (e.g., County Land Use Ordinance, Local Coastal Plan, etc.). Referrals were sent to outside agencies to review for policy consistencies (e.g., CDF for Fire Code, APCD for Clean Air Plan, etc.).

The proposed project is a request to subdivide a 41.6-acre parcel into 74 parcels for the purpose of sale and/or development (including recreation and open space) to be phased in 2 stages. 66 parcels are proposed for residential development that vary in size from 4,019 square feet to 7,637 square feet; 3 parcels are proposed for live/work development of 16,721, 18,757, and 98,726 square feet each; 3 parcels are proposed for commercial development of 99,404, 128,350, and 197,072 square feet each; and 2 parcels are proposed for use as recreation and open space at 39,675 square feet and 8.28 acres each.

The project is also proposing the following development:

Commercial

- 4 mini-storage buildings totaling 71,200 square feet of storage space and 1,400 square feet of office space
- 7 commercial retail buildings totaling approximately 79,000 square feet
- 8 live/work buildings totaling 10,044 square feet of office/retail space and 54,794 square feet of residential space
- 1 drive-through restaurant totaling 4,100 square feet
- 1 sit-down restaurant at 7,100 square feet
- 3 commercial retail buildings totaling approximately 29,580 square feet

Residential

- 55 single-family residential buildings totaling 113,188 square feet
- 11 multi-family residential buildings totaling 52,382 square feet
- 8 live/work buildings totaling 29,580 square feet

The proposed project is within the Commercial Retail land use category and is located on the east side of Ramada Drive approximately 550 feet north of the intersection with North Main Street and the Highway 101 on-ramp in the community of Templeton.

Residential uses are allowed (with limitations) in the Commercial Retail Land Use Category. Section 22.30.490 of the County of San Luis Obispo Land Use Ordinance (LUO) describes the limitations of residential use.

22.30.490 - Residential Uses in Office or Commercial Retail Land Use Category

Limitation on use. Except where prohibited by planning area standards (Article 9), new single-family or multi-family dwellings are allowed in an Office and Professional or Commercial Retail category, provided that they comply with the following requirements.

- 1. The units shall be subordinate to the primary commercial or office use of the site, located on either the second floor and/or rear of the site, and structurally attached to the main building. The first floor or front part of the building shall be used for the principal office or retail uses.*

A waiver to the LUO standards may be requested per LUO section 22.30.020 (see below). The applicant has requested a waiver of the requirement regarding the location of the residential buildings and the requirement that the first floor or front part of the building shall be used for the principal office or retail uses for this project.

22.30.020 - Applicability of Standards for Special Uses

D. Exceptions to special use standards. *The standards of this Chapter may be waived or modified through Conditional Use Permit approval, except where otherwise provided by this Chapter and except for standards relating to residential density or limitations on the duration of a use (unless specific provisions of this Chapter allow their modification). Waiver of modification of standards shall be granted only where the Commission first makes findings that:*

- 1. Set forth the necessity for modification or waiver of standards by identifying the specific conditions of the site and/or vicinity which make standard unnecessary or ineffective;*
- 2. Identify the specific standards of this Chapter being waived or modified;*
- 3. The project, including the proposed modifications to the standards of this Chapter, will satisfy all mandatory findings required for Conditional Use Permit approval by Section 22.62.060.C.4.*

In no case, however, shall any standard of this Chapter be reduced beyond the minimum standards of the other chapters of this Title, except through Variance (Section 22.62.070).

Typical methods of evaluating the subordinate nature of residential use include an evaluation of commercial versus residential land area and square footage of floor area. The term “subordinate” is not defined specifically within the Land Use Ordinance. The term has been historically interpreted by the Department of Planning and Building as meaning less than 50% of the use on the site.

To determine if this project will meet the “subordinate” standard of the Land Use Ordinance, the development ratio of the proposed commercial to residential uses of the project should be further evaluated. See the memo from the Planning Department to the Templeton Area Advisory Group Architectural Review Committee on September 30, 2005 for direction regarding calculations of the development ratio.

Section 22.30.490.D also indicates that certain findings need to be made to allow a residential use in a commercial land use category.

D. Required findings for permit approval. *The approval of a Minor Use Permit or Conditional Use Permit for a proposed residential use shall require that the Review Authority first find that the proposed residential use will not:*

1. *Significantly reduce the community inventory of office or commercial property available to satisfy the commercial needs of the population envisioned by the Land Use Element; or*
2. *Impede the continuing orderly development of community shopping and office areas with office and other commercial uses.*

Further analysis is required in order to determine if the two required findings regarding compatibility can be made for this project.

Mitigation/Conclusion. Due to potential inconsistencies with Land Use Ordinance policies, a land use analysis should be completed. This analysis is to be accomplished by a qualified land use planner and is to include, but not be limited to, the following:

1. Consultation with the County Planning Department.
2. Evaluation and discussion of the proposed project as it relates to all applicable elements of the County General Plan including, but not limited to:
 - a. Framework for Planning
 - b. Land Use Ordinance
 - c. Salinas River Area Plan

16. MANDATORY FINDINGS OF SIGNIFICANCE - <i>Will the project:</i>	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a) <i>Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

Exhibit A - Initial Study References and Agency Contacts

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

<u>Contacted</u>	<u>Agency</u>	<u>Response</u>
<input checked="" type="checkbox"/>	County Public Works Department	Attached
<input checked="" type="checkbox"/>	County Environmental Health Division	Attached
<input checked="" type="checkbox"/>	County Agricultural Commissioner's Office	Attached
<input type="checkbox"/>	County Airport Manager	Not Applicable
<input type="checkbox"/>	Airport Land Use Commission	Not Applicable
<input checked="" type="checkbox"/>	Air Pollution Control District	Attached
<input type="checkbox"/>	County Sheriff's Department	Not Applicable
<input type="checkbox"/>	Regional Water Quality Control Board	Not Applicable
<input type="checkbox"/>	CA Coastal Commission	Not Applicable
<input type="checkbox"/>	CA Department of Fish and Game	Not Applicable
<input type="checkbox"/>	CA Department of Forestry	Not Applicable
<input checked="" type="checkbox"/>	CA Department of Transportation	Attached
<input checked="" type="checkbox"/>	Templeton Community Service District	Attached
<input type="checkbox"/>	Other _____	Not Applicable
<input type="checkbox"/>	Other _____	Not Applicable

*** "No comment" or "No concerns"-type responses are usually not attached*

The following checked ("") reference materials have been used in the environmental review for the proposed project and are hereby incorporated by reference into the Initial Study. The following information is available at the County Planning and Building Department.

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

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

- Althouse and Meade, Inc.; Biological Assessment; May, 2005.
- Alvarez & Tamagni; Oak Tree Protection Plan; March 28, 2004
- Cogstone Resource Management Inc.; Archaeological and Paleontological Assessment of a 40-Arce Development Parcel, San Luis Obispo; April 14, 2004
- Dohn Associates; Code Related Noise Related Mitigation Analysis and Recommendations; April 19, 2004
- Fugro West; Review of Owens Property Riparian Investigation; February 11, 2004
- GeoResearch; Phase I Environmental Site Assessment of Property at 4210 Ramada Drive, Templeton, California 93446; November 11, 1994
- Orosz Engineering Group, Inc.; Templeton Mixed Use Traffic Impact Analysis Report; July, 2005
- Templeton Community Services District; Agency Agreement for Riparian Lands; July 8, 1996
- Tetra Tech; Riparian Groundwater Study; January 16, 1996
- Wallace Group; Preliminary Drainage Report; July 22, 2005

Agricultural Resources



COUNTY OF SAN LUIS OBISPO

Department of Agriculture/Measurement Standards

2156 SIERRA WAY, SUITE A • SAN LUIS OBISPO, CALIFORNIA 93401-4556
ROBERT F. LILLEY (805) 781-5910
AGRICULTURAL COMMISSIONER/SEALER FAX (805) 781-1035

AgCommSLO@co.slo.ca.us

RECEIVED

AUG 02 2004

Planning & Bldg

DATE: July 30, 2004
TO: North County Planning Team
FROM: Michael Isensee, Agricultural Resource Specialist *mqd*
SUBJECT: Baril Tract Map SUB2004-00001

SUMMARY OF FINDINGS

The Agriculture Department's review finds that the proposed Baril Tract Map has:

- **Less than significant impact(s) to agricultural resources or operations with the following mitigation measures:**
 - **Fencing along the southern property line**
 - **Notification of future residents of the County right to farm ordinance.**

The comments and recommendations in our report are based on policies in the San Luis Obispo County Agriculture and Open Space Element, the Land Use Ordinance, the California Environmental Quality Act (CEQA), and on current departmental policy to conserve agricultural resources and to provide for public health, safety and welfare while mitigating negative impacts of development to agriculture.

Project Description

The proposed project is a tract map to create 111 lots on a 41.6-acre parcel zoned Commercial Retail north of Templeton accessible from Ramada Drive. The proposal is to create a variety of uses on the parcel that is to include:

- commercial retail on the westernmost portion of the site, with approximately 76,000 square feet of space
- a mixed-use area in the middle of the site with 24 structures with office or retail on the first floor (38,150 square feet of commercial space) and studio apartments on the second floor, and
- primarily residential uses on the eastern sixty percent of the site. These include:
 - 57 single family home lots, and
 - 17 multifamily housing lots,

The project also includes two parks, a bicycle path approximately ½ mile in length, on-site stormwater detention facilities, and approximately 600 parking on-street and lot parking in addition to 386 parking spaces located in garages and driveways on residential parcels.

Agricultural Information

The property is adjacent to agricultural use to the south and east. These properties are currently used for hay, wheat and other dryland farming. Other nearby agricultural use includes wine grapes, flowers, pasture and additional dry-farmed areas. Land to the south and north of the project site is Class I and Class II prime soils when irrigated (Pico fine sandy loam, Mocho clay loam and Lockwood shaly loam) which are capable of producing a wide variety of crops and are utilized for the production of a variety of flower, fruit, vegetable, forage, and grain crops. All the soils surrounding the site are considered Class IV without irrigation.

No adjacent parcels are currently enrolled in Agricultural Preserve Contracts (Williamson Act contract) and most individual parcels are either not zoned for agriculture or are too small to qualify for a stand-alone contract.

Project Evaluation

Impacts to agriculture due to a loss of 33 acres of potential class I and II prime soils would have been assessed at the time the protect parcel was rezoned to Commercial Retail. However, the creation of an intensive commercial and residential use adjacent to agriculture has the potential to create significant impacts to agricultural resources. The County General Plan's Agriculture Policy 17, Agricultural Buffers, is intended to help mitigate for these potential impacts.

The buffers for dry farmed field crops such as those grown adjacent to the proposed project are 100-400 feet. The applicant has met the buffer for crops located on Agriculture zoned lands to the east by having a buffer of 400 feet from the adjacent crop. This buffer consists of a 150 foot buffer with no residential use on the project property, the 100 foot railroad right of way, and additional unplanted areas to the east of the railroad. To the south, on land within the Templeton Urban Reserve and currently zoned in part for Agriculture and utilized for dryland farming, the applicant has provided a buffer on the property that ranges from approximately 90 to 150 feet to the nearest residential or mixed use (commercial/residential) parcels. The adjacent property owner has a road on the north side of the property that provides approximately 30 to 50 additional feet of buffer distance, for a total of 120 to 200 feet of buffer. In this case, the Agriculture Department believes this is an adequate buffer distance due to the grade separation between the parcels and prevailing winds in the area limiting the potential impacts of noise, dust or other effects of typical agricultural operations.

Recommended Mitigation Measures

- The buffers and project layout as proposed appear to adequately mitigate for many potential impacts to adjacent agricultural resources. To reduce the potential negative impacts of intense residential use adjacent to agricultural operations, the Department recommends the use of fencing along the south property line. This should reduce the likelihood of trespass or damage to adjacent agricultural operations.
- As with all projects located adjacent to Agriculture zoned land or with pre-existing agricultural uses, the Department requests that purchasers and future occupants of residential property adjacent to agricultural operations and processing be provided with information regarding adjacent agricultural use as per the County right to farm ordinance. Future owners and occupants of residential units adjacent to agricultural lands should be notified of the potential for dust, noise, legal pesticide use, night-time operation or other inconveniences and discomforts residents may be subject to. Requiring notification will help limit the likelihood of complaints and assist potential owners to understand residential life adjacent to active commercial agriculture.

Please call 781-5753 if I can be of further assistance.

CC: Jamie Kirk



Mike Isensee
08/16/2005 04:21 PM

To: djennings@tcsn.net
cc: Josh LeBombard/Planning/COSLO@Wings
Subject: Re: Activities within Ag buffers

My responses are within your email.
~Michael

djennings@tcsn.net



djennings@tcsn.net
08/15/2005 09:52 AM

To: misensee@co.slo.ca.us
cc:
Subject: Activities within Ag buffers

Mr. Isensee,

Ref: SUB2004-001, Tract 2659
Proposed mixed-up use project on Ramada Road, Templeton

Josh LeBombard from Planning suggested I contact you with my questions.

It is my understanding that your office reviewed this project and recommended an ag buffer - 400 ft from crops on the east and 90 to 140 feet from crops on the south.

I want to clarify that the distance is from the existing crops and not from the property line. I believe the on-site buffer distance is 150 feet on the eastern portion of the project site and approximately 100 feet on the south side of the site.

The applicant is proposing recreational facilities be built within the ag buffer zone along the east property line. What is your office's policy and/or recommendation concerning children playing ball and using play equipment that may be painted with ag sprays, etc? At this moment it is unclear whether a HOA, the local CSD or county will be responsible for maintaining this facility.

I am unsure if you are referring to the use of pesticides within the park by park maintenance staff or off-site chemical use by adjoining agriculturalists. Regardless, it should be clarified that at no time should any playground equipment be "painted with ag sprays."

The agricultural buffer policy is largely geared toward providing protection for agriculture from the potential conflicts created by encroaching development and to increase the likelihood of compatibility between agricultural operations and the personal use of adjoining properties. Buffer distances recommended by our Department are related to a variety of site specific factors and the types of crops grown on adjoining properties. Agricultural buffers are meant to address a range of issues associated with development near agricultural lands, including complaints from property owners regarding agricultural noise, dust, hours of operation, use of bees as well as legal agricultural chemical use. The highest likelihood of conflict is typically between residential use and intensified agriculture, while a recreational use typically poses lower impacts to either the recreational users or to the ag operation. Parks have limited hours of operation, are typically used by the public for relatively short periods of time, and usually do not generate complaints about noise or dust from adjoining land uses.

In terms of the use of pesticides (either restricted materials which require a permit from the Ag. Dept. or commercially available materials), all users of these chemicals are required to follow the label restrictions. For restricted materials, pesticide applicators are specifically required to meet additional conditions to ensure that adjoining properties are not impacted by "drift." In all cases, pesticide applicators who obtain a permit for the use of restricted materials agree to comply with the following conditions:

- #1 COMPLIANCE WITH LAW.** All federal and state laws, regulations, label statements, and San Luis Obispo County conditions shall be complied with.
- #2A PREVENT DRIFT FROM THE TREATMENT AREA.** No restricted material application shall continue if the material cannot be confined to the target area. Buffer zones shall be used when necessary. The permittee is responsible for utilizing any other mitigation measures necessary to prevent drift or other potential hazards.
- #2B NO AERIAL APPLICATIONS WITHIN 1/4 MILE OF RESIDENTIAL AREAS.** No aerial applications of restricted materials will be allowed within 1/4 mile of any residential area. A residential area is defined as a group of three or more occupied residences within a contiguous two acre area.
- #3A RESTRICTED MATERIAL APPLICATIONS ADJACENT TO SCHOOLS.** No restricted material shall be applied within 1/2 mile by air, or 500 feet by ground, of a school while children are present.
- #3B RESTRICTED MATERIAL APPLICATIONS AT SCHOOL SITES.** A notice of Intent (NOI) shall be submitted at least 24 hours prior to the use of all restricted materials at school sites (see permit condition #11). The applicator must ensure that the notification and posting requirements of the Healthy Schools Act of 2000 have been completed. No restricted material applications may be made while school is in session or when children are present.
- #3C NON-AG PERMITTEES.** A Notice of Intent (NOI) shall be submitted prior to the use of all restricted materials until the required annual inspection has been performed. The NOI requirement will then be waived for the rest of the calendar year (except at school sites which require a NOI for each application).

Additional restrictions are based upon potential hazards, specific materials, and application method utilized and are addressed for each site listed on an applicant's permit. The Agriculture Department evaluates the need for special permit conditions on a site by site basis. The location of a recreation area adjacent to an ag operation may require special restricted material permit conditions depending on the specific pesticide and method of application proposed. In all cases the Ag. Dept. has the authority to enforce the label conditions for the use of a products and any additional conditions placed upon an applicator of a restricted material.

The Westpac Investments project includes these specific characteristics that led the Department not to oppose recreational use on the eastern portion of the site:

- 1) Most important, the presence of the railroad provides a very definite separation, including fencing and over 100 feet of separation
- 2) The adjoining AG properties have a variety of characteristics, including the location of an existing residence and a stream drainage which provide additional separation

The presence of an additional 150 feet of distance buffer on the project site provides additional protection for future residences. The future use of restricted materials on either the park site or on adjoining agricultural land may be conditioned in order to ensure the health and safety of park users. An example could be restricting the application of materials to time periods when the park is closed.

Is a developer obligated to inform property owners that their house is outside the ag buffer yet their backyard is within an ag buffer zone?

Developers are obligated under the County Right to Farm ordinance (Chapter 5.16 of the County Code) to inform all purchasers of real property in the unincorporated county (not just those properties adjoining AG zoned land) of the possible impacts of living in proximity to active agricultural operations, including inconveniences such as noise, odors, fumes, dust, legal pesticide use, fertilizers, smoke, insects, farm personnel and truck traffic, visual impacts, night time lighting, operation of machinery, and the storage, warehousing and processing of agricultural products. The presence of an agricultural buffer is also noted on the property deed.

Planning has noted that another park in Templeton is also located next to land in the agricultural land use category. This generates yet another question.

The Templeton Community Service District constructed a park several years ago. It is a sports field called Evers Park (end of Gibson Road along the railroad tracks). This park is open every day and is used primarily by children. Did your office review this project for compatibility with existing/potential agricultural activities? If not and given the

opportunity to comment, what would have been your recommendation?

The Agriculture Department does not have a written record on the park on Gibson Road, but it is possible that staff provided verbal comment to the planner during the review of that park project in 1998/99. I am somewhat familiar with the site. The railroad right of way and access roads on either side of the railroad provide approximately 200 feet of separation between the park and adjoining agricultural lands. Without doing a specific review of the project, I do not believe the Agriculture Dept. would have opposed the creation of the park at this site, since the railroad ROW provides a permanent separation between the uses, limiting the impacts of either use on the other.

Feel free to contact me with any other questions.

Michael Isensee
Agricultural Resource Specialist
San Luis Obispo County Department of Agriculture
2156 Sierra Way, Suite A
San Luis Obispo, CA 93401
805.781.5753
805.781.1035 (fax)
misensee@co.slo.ca.us

Thank you in advance,

Dorothy Jennings
Templeton Area Advisory Group (TAAG)

Air Quality

JXL



**AIR POLLUTION
CONTROL DISTRICT**
COUNTY OF SAN LUIS OBISPO

October 5, 2005

Josh LeBombard
North County Team
County Government Center
San Luis Obispo CA 93401

SUBJECT: APCD Comments Regarding the Westpac Investments Ramada Drive Mixed Use,
In-fill Project (SUB2004-00001; Tract #2659)

Dear Mr. LeBombard,

Thank you for including the APCD in the environmental review process. We have completed our review of the revised project located in Templeton, just east of Highway 101 and the Ramada Drive Frontage Road and just north of the Main Street/Highway 101 intersection. The project is inside the Templeton Urban Reserve Line (URL) and is located approximately 1.1 miles away from the northern most section of the urban core and about 1.5 miles north of the elementary and middle schools. Relative to our last review of this project, the current project includes 35,650 square feet of additional commercial space and 19 additional residences. Further, the current project also defines that 14,200 square feet of the commercial space (9% of the total) will be composed of one sit-down and two drive-through restaurants. About 46% of the 150,300 square feet of commercial space will be retail, mixed use retail, and live/work office or retail and about 45% will be mini-storage. *The following are APCD comments that are pertinent to this project.*

GENERAL COMMENTS

As a commenting agency in the California Environmental Quality Act (CEQA) review process for a project, the APCD assesses air pollution impacts from both the construction and operational phases of a project, with separate significant thresholds for each. **Please address the action items contained in this letter that are highlighted by bold and underlined text.**

The APCD encourages balance of residential and commercial infill within the existing County URL/VRLs as this is consistent with the land use goals and policies of the APCD's Clean Air Plan (CAP). Enabling residents the opportunity to live, work, and shop within areas that utilize Smart Growth principles reduces the need to drive and minimizes vehicle exhaust emissions which account for over 50% of the County's air pollution. This project has the following aspects that support these CAP goals:

- Designing a mixed use project within the Templeton URL;
- Providing Live/Work housing and some compatible living wage type commercial components;
- Building single and multi-family residences within the project;
- Smart-sighting: The commercial aspects of this project are placed closest to Highway 101 thus providing highway air pollution exposure reduction for the more eastern placed residences;
- Building the development with a pedestrian friendly interconnected design as opposed to using cul-de-sacs which limit walking access;
- Providing compact design elements that promote the human scale, pedestrian environment;
- Using small lots and multi-stories designs to increase residential densities;
- Incorporating community parks and recreational facilities within the project.

While this project has many Smart Growth aspects that will enable residents to reduce their daily automobile trips relative to non-mixed use projects, the APCD recognizes that it is located a fair distance from the current Templeton urban core. As such, some trip reducing benefits typically associated with Smart Growth type projects that are located in the heart of an urban core will not be realized by this project. **The APCD**

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info@slocleanair.org ♦ www.slocleanair.org

will provide traditional and project specific mitigation measures to reduce automobile travel for the completed project.

To reduce this project's air quality impacts to a level of insignificance, the project proponent will need to implement ALL of the construction and the operational phase mitigation measures listed below.

CONSTRUCTION PHASE MITIGATION

Nitrogen Oxide and Diesel Particulate Matter Control Measures for Construction Equipment

This project exceeds our grading area size threshold and therefore Best Available Control Technology (BACT) for construction equipment will be necessary. That said, the project referral did not include enough information for the APCD to determine the type and amount of BACT devices will be necessary to properly mitigate emissions from the equipment used to construct this project. **To properly determine the BACT needs for this project, three months prior to the start of grading, the project proponent must provide the APCD with the project's cut and fill estimates, the anticipated equipment list, and the time that will be necessary to complete the grading. The APCD defined BACT requirements for the project shall be implemented before grading begins.**

Dust Control Measures

Construction activities can generate fugitive dust, which could be a nuisance to local residents and businesses in close proximity to the proposed construction site. Dust complaints could result in a violation of the APCD's 402 "Nuisance" Rule. Any project with a grading area greater than 4.0 acres exceeds the APCD's PM10 quarterly threshold. **This project exceeds this threshold and shall be conditioned to comply with all applicable Air Pollution Control District regulations pertaining to the control of fugitive dust (PM10) as contained in section 6.5 of the Air Quality Handbook. All site grading and demolition plans noted shall list the following regulations:**

- a. Reduce the amount of the disturbed area where possible,
- b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible,
- c. All dirt stock pile areas should be sprayed daily as needed,
- d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities,
- e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating native grass seed and watered until vegetation is established,
- f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD,
- g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used,
- h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site,
- i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114,
- j. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site, and
- k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible

All PM10 mitigation measures required should be shown on grading and building plans. In addition, the contractor or builder should designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. **The name and telephone number of such persons shall be provided to the APCD prior to land use clearance for map recordation and finished grading of the area.**

Naturally Occurring Asbestos

The project site is located in a candidate area for Naturally Occurring Asbestos (NOA), which has been identified as a toxic air contaminant by the California Air Resources Board (ARB). Under the ARB Air Toxics Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations, **prior to any grading activities at the site, the project proponent shall ensure that a geologic evaluation is conducted to determine if NOA is present within the area that will be disturbed. If NOA is not present, an exemption request must be filed with the District (see Attachment 1). If NOA is found at the site the applicant must comply with all requirements outlined in the Asbestos ATCM.** This may include development of an Asbestos Dust Mitigation Plan and an Asbestos Health and Safety Program for approval by the APCD. Please refer to the APCD web page at <http://www.slocleanair.org/business/asbestos.asp> for more information or contact Tim Fuhs of our Enforcement Division at 781-5912.

Demolition Activities

The project referral did not indicate whether there are existing structures on the proposed site that will need to be demolished. Demolition activities can have potential negative air quality impacts, including issues surrounding proper handling, demolition, and disposal of asbestos containing material (ACM). Asbestos containing materials could be encountered during demolition or remodeling of existing buildings. Asbestos can also be found in utility pipes/pipelines (transite pipes or insulation on pipes). **If utility pipelines are scheduled for removal or relocation; or building(s) are removed or renovated this project may be subject to various regulatory jurisdictions, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M - asbestos NESHAP).** These requirements include but are not limited to: 1) notification requirements to the District, 2) asbestos survey conducted by a Certified Asbestos Inspector, and, 3) applicable removal and disposal requirements of identified ACM. Please contact Tim Fuhs of the Enforcement Division at 781-5912 for further information.

Developmental Burning

Effective February 25, 2000, **the APCD prohibited developmental burning of vegetative material within San Luis Obispo County.** Under certain circumstances where no technically feasible alternatives are available, limited developmental burning under restrictions may be allowed. This requires prior application, payment of fee based on the size of the project, APCD approval, and issuance of a burn permit by the APCD and the local fire department authority. The applicant is required to furnish the APCD with the study of technical feasibility (which includes costs and other constraints) at the time of application. If you have any questions regarding these requirements, contact Karen Brooks of our Enforcement Division at 781-5912.

Construction Permit Requirements

Based on the information provided, we are unsure of the types of equipment that may be present during the project's construction phase. Portable equipment, 50 horsepower (hp) or greater, used during construction activities may require California statewide portable equipment registration (issued by the California Air Resources Board) or an APCD permit. The following list is provided as a guide to equipment and operations that may have permitting requirements, but should not be viewed as exclusive. For a more detailed listing, refer to page A-5 in the District's CEQA Handbook.

- Power screens, conveyors, diesel engines, and/or crushers;
- Portable generators (50 hp or greater);

- IC engines; and
- Concrete batch plants.

To minimize potential delays, prior to the start of the project, please contact David Dixon of the District's Engineering Division at (805) 781-5912 for specific information regarding permitting requirements.

OPERATIONAL PHASE MITIGATION

The APCD staff has determined the operational impacts of this development by running the URBEMIS2002 computer model, a tool for estimating vehicle travel, fuel use and the resulting emissions related to this project's land uses. The results of the model using conservative County average trip distances demonstrates that the operational impacts will significantly exceed the APCD's CEQA Tier II significance threshold value of 25 lbs/day for nitrogen oxides (NOx), particulate matter (PM10) and reactive organic gases (ROG).

As a result of these significant Tier II threshold exceedences, the project proponent needs to implement all applicable residential and commercial Standard and Additional Mitigation Measures listed below. Further, the project proponent will also need to implement Project Specific Mitigation Measures. Should this project move forward, the APCD will consider the operational air quality impacts from this project to be reduced to a level of insignificance with the implementation of all of the mitigation measures listed below. Other measures may be proposed as replacements by contacting the APCD's Planning Division at 781-5912.

RESIDENTIAL MITIGATION COMPONENTS

Standard Mitigation Measures (Include all applicable standard mitigation measures below)

- Include traffic calming modifications to project roads, such as narrower streets, speed platforms, bulb-outs and intersection modifications designed to reduce vehicle speeds, thus encouraging pedestrian and bicycle travel.
- Include easements or land dedications for bikeways and pedestrian walkways.
- Provide continuous sidewalks separated from the roadway by landscaping and on-street parking. Adequate lighting for sidewalks must be provided, along with crosswalks at intersections.
- Increase the building energy efficiency rating by 10% above what is required by Title 24 requirements. This can be accomplished in a number of ways (increasing attic, wall, or floor insulation, installing double pane windows, using efficient interior lighting, etc.).

Additional Mitigation Measures (Include all applicable additional mitigation measures below)

Site Design Mitigation for this Residential Project

- If the project is located on an established transit route, improve public transit accessibility by providing transit turnouts with direct pedestrian access to the project.
- Increase street shade tree planting.
- Provide on-site bicycle parking for multi-family residential developments.
- Increase number of bicycle routes/lanes.
- Build new homes with internal wiring/cablings that allows telecommuting, teleconferencing and telelearning to occur simultaneously in at least three locations throughout the home.
- Provide pedestrian signalization and signage to improve pedestrian safety.

Energy Efficiency Measures

- Shade tree planting along southern exposures of buildings to reduce summer cooling needs.
- Use roof material with a solar reflectance value meeting the EPA/DOE Energy Star® rating to reduce summer cooling needs.
- Install outdoor electrical outlets to encourage the use of electric appliances and tools.
- Use low energy street lights (i.e. sodium).
- Use low energy traffic signals (i.e. light emitting diode).

COMMERCIAL MITIGATION COMPONENTS

Standard Mitigation Measures (Include all applicable standard mitigation measures below)

- Provide on-site bicycle parking. One bicycle parking space for every 10 car parking spaces is considered appropriate.
- Provide on-site eating, refrigeration and food vending facilities to reduce employee lunchtime trips.
- Provide preferential carpool and vanpool parking spaces.
- Provide shower and locker facilities to encourage employees to bike and/or walk to work, typically one shower and three lockers for every 25 employees.
- Increase the building energy efficiency rating by 10% above what is required by Title 24 requirements. This can be accomplished in a number of ways (increasing attic, wall, or floor insulation, installing double pane windows, using efficient interior lighting, etc.).

Additional Mitigation Measures (Include all applicable additional mitigation measures below)

Site Design Mitigation for this Commercial Project

- Increase street shade tree planting.
- Increase shade tree planting in parking lots to reduce evaporative emissions from parked vehicles.
- Provide on-site banking (ATM) and postal services.
- Provide on-site child care facilities for employees.
- Provide on-site housing for employees.
- Implement on-site circulation design elements in parking lots to reduce vehicle queuing and improve the pedestrian environment with designated walkways.
- Provide pedestrian signalization and signage to improve pedestrian safety.

Transportation Demand Mitigation

- If the project is located on an established transit route, improve public transit accessibility by providing a transit turnout with direct pedestrian access to the project or improve existing transit stop amenities.
- Provide incentives to employees to carpool/vanpool, take public transportation, telecommute, walk, bike, etc by implementing the Transportation Choices Program. The applicant should Contact SLO Regional Rideshare at 541-2277 to receive free consulting services on how to start and maintain a program.
- Provide Transportation Choices Program information centers on alternative transportation modes at the site (i.e. a transportation kiosk). Contact SLO Regional Rideshare for appropriate materials at 541-2277.
- Employ or appoint an Employee Transportation Coordinator.
- Increase the quality of existing bicycle routes/lanes or add bicycle routes/lanes which access the project.
- Implement a lunch-time shuttle to reduce single occupant vehicle trips.
- Include teleconferencing capabilities, such as web cams or satellite linkage, which will allow employees to attend meetings remotely without requiring them to travel out of the area.

- If the development includes a large grocery store or large retail facility, provide home delivery service for customers who reside within this in-fill project.

Energy Efficiency Measures

- Shade tree planting along southern exposures of buildings to reduce summer cooling needs.
- Use roof material with a solar reflectance value meeting the EPA/DOE Energy Star® rating to reduce summer cooling needs.
- Use low energy parking lot and street lights (e.g. sodium).
- Use low energy traffic signals (e.g. light emitting diode).

Project Specific Mitigation Measures

This project is located just far enough away from the urban core and schools to make it difficult for residents to reach these areas without driving their private automobile. **In order to adequately mitigate the resulting air quality impact, the project proponent needs to work with the APCD to implement an APCD approved Trip Reduction Program. This Program must be approved by the APCD before grading permits are issued and the funding level for this mitigation measure will be \$130,800.** Examples of possible components of this program include:

- Provide a shuttle/mini bus/trolley service that addresses peak demand for trips to the Templeton urban core and schools.
- Provide a bike lane/walking path that allows easy access from the project to the Templeton urban core and schools.

Operational Permit Requirements

Based on the information provided, we are unsure of the types of equipment that may be present at the site. Operational sources may require APCD permits. The following list is provided as a guide to equipment and operations that may have permitting requirements, but should not be viewed as exclusive. For a more detailed listing, refer to page A-5 in the District's CEQA Handbook.

- Portable generators (50 hp or greater);
- Electrical generation plants or the use of standby generator;
- Boilers;
- IC engines;
- Food and beverage preparation (primarily coffee roasters); and
- Dry cleaning.

To minimize potential delays, prior to the start of the project, please contact David Dixon of the District's Engineering Division at (805) 781-5912 for specific information regarding permitting requirements.

Mixed Use Incompatibility

As individual projects move forward it is important to keep in mind that some uses may not be compatible and could result in potential nuisance problems (i.e. odors and/or dust). Therefore, it is essential that individual uses be carefully evaluated prior to issuance of an APCD use permit. The following uses could be problematic if residential quarters are included in the same building.

- Nail Salons
- Dry-cleaners
- Coffee Roasters
- Gasoline Stations
- Furniture refurbishing/refinishing
- Any type of Spray Paint Operation

To minimize potential delays, prior to the start of the project, please contact David Dixon of the District's Engineering Division at (805) 781-5912 for specific information regarding permitting requirements.

Residential Wood Combustion

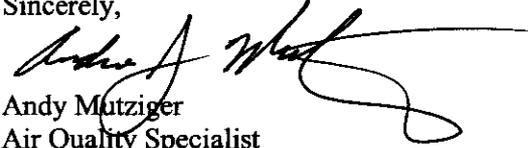
Under APCD Rule 504, **only APCD approved wood burning devices can be installed in new dwelling units.** These devices include:

- All EPA-Certified Phase II wood burning devices;
- 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;
- 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;
- Pellet-fueled woodheaters; and
- Dedicated gas-fired fireplaces.

If you have any questions about approved wood burning devices, please contact Tim Fuhs of our Enforcement Division at 781-5912.

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

Sincerely,



Andy Mutziger
Air Quality Specialist

AJM/sll

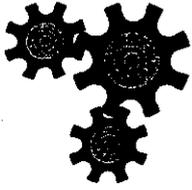
cc: Tim Fuhs, Enforcement Division, APCD
David Dixon, Engineering Division, APCD
Karen Brooks, Enforcement Division, APCD
Investments Westpac, Applicant

Attachments:

Naturally Occurring Asbestos Construction & Grading Project - Exemption Request Form.

h:\oia\plan\response\letters\2892-2.doc

Naturally Occurring Asbestos - Construction & Grading Project Form



Send To:
**San Luis Obispo County Air
 Pollution Control District**
 3433 Roberto Court
 San Luis Obispo, CA 93401
 805-781-5912



Applicant Information/Property Owner		Project Name	
Address		Project Address and/or Assessors Parcel Number	
City, State, Zip		City, State, Zip	
Phone Number	Date Submitted	Agent	Phone Number

CHEF APCD APPLICANT	PROJECT INFORMATION	APCD REQUIRED DOCUMENTS	APPLICANT PROVIDED DOCUMENTS
	PUBLIC SUBMITTING NEW REQUIREMENTS	Mapped Location Attached	
	PUBLIC SUBMITTING NEW REQUIREMENTS AND NOT DISTURBING	Geological Evaluation Attached	Exemption Request Form Attached
	PUBLIC SUBMITTING NEW REQUIREMENTS AND PROJECTS DISTURBING AND MORE THAN ONE AREAS	Geological Evaluation Attached	Dust Control Measure Plan Attached
	PUBLIC SUBMITTING NEW REQUIREMENTS AND PROJECTS DISTURBING AND MORE THAN ONE AREAS	Geological Evaluation Attached	Mini-Dust Control Measure Plan Attached

APPLICANT MUST SIGN BELOW

Legal Declaration/Authorized Signature: _____

Date: _____

OFFICE USE ONLY - APPLICANT SIGNATURES

Geological Evaluation		Exemption Request Form		Dust Control Measure Plan		Monitoring, Health & Safety Plan	
Approved		Approved		Approved		Approved	
Not Approved		Not Approved		Not Approved		Not Approved	
Comments:		Comments:		Comments:			
APCD Staff:		Intake Date:	Date Reviewed:	OIS Site #	OIS Proj. #		
REQUEST FOR INVOICE		Basic Fee:	Additional Fees:	Billable Hrs:	Total Fees:		



**AIR POLLUTION
CONTROL DISTRICT**
COUNTY OF SAN LUIS OBISPO

DATE: July 26, 2004 JXL

TO: North County Team
San Luis Obispo County Department of Planning and Building

FROM: Andy Mutziger, Air Quality Specialist AJM
San Luis Obispo County Air Pollution Control District

SUBJECT: Bari/Abitboul Mixed Use Development in north Templeton (SUB 2004-00001)

Thank you for including the APCD in the environmental review process. We have completed an initial review of the proposed project located east of Ramada Drive and south of Cow Meadow Place inside the Templeton Urban Reserve Line (URL). We have the following comments on the proposal.

GENERAL COMMENTS

The APCD has reviewed many of Kelly Gearhart's projects in the past and it seems like each one improves on the mixed use and smart growth principles that the APCD supports to minimize air quality impacts from the operational phase of projects. This project is by far one of the most innovative mixed use designs by which future developments could be measured against. It includes a pedestrian friendly interconnected design with a good mix of:

- single and multi-family residences,
- units that include both commercial and residential uses,
- commercial areas that tie in well to the residential areas with a central park,
- park areas within the residential areas,
- alternative transportation modes such as a Class 1 bicycle path, and,
- easy access to Highway 101 and the service road that accesses Templeton and Paso Robles

These design elements enable this and similarly designed projects to reduce the air quality impact from private automobiles relative to isolated housing tracks. Residents living in these types of developments can also work, shop, relax, recreate, and develop bonds with a community with reduced need to drive. Mixed use developments minimize the degradation of resources such as air quality and are applauded by the APCD.

As a commenting agency in the California Environmental Quality Act (CEQA) review process for a project, the APCD assesses air pollution impacts from both the construction and operational phases of a project, with separate significant thresholds for each. The following are APCD comments that are pertinent to this project.

CONSTRUCTION PHASE MITIGATION

The project will not likely exceed the Air Pollution Control District's CEQA significance threshold for construction phase emissions. However, the APCD requires standard mitigation

measures for all construction projects. **Please observe the policies outlined below to ensure improved air quality during the construction phase of the proposed project.**

Construction Equipment Emissions

COUNTY PLANNING ACTION ITEM: The APCD needs additional information on the construction phase of this project in order to complete our assessment and propose appropriate mitigation for construction equipment emissions. At a minimum, please supply us with a document from the project proponent that summarizes the amount of cut and fill this project will have and a timeline for the grading work.

Dust Control Measures

Construction activities can generate fugitive dust, which could be a nuisance to local residents, businesses, schools, parks, etc. in close proximity to the proposed construction site. Dust complaints could result in a violation of the APCD's 402 "Nuisance" Rule. **The project shall be conditioned to comply with all applicable Air Pollution Control District regulations pertaining to the control of fugitive dust (PM10) as contained in section 6.5 of the Air Quality Handbook.** All site grading and demolition plans noted shall list the following regulations:

- a. Reduce the amount of the disturbed area where possible.
- b. ✓ Use water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (nonpotable) water should be used whenever possible.
- c. ✓ All dirt stock pile areas should be sprayed daily as needed.
- d. ✓ Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities.
- e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating native grass seed and watered until vegetation is established.
- f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD.
- g. ✓ All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
- h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site.
- i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114.
- j. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site.
- k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible.

All PM10 mitigation measures required should be shown on grading and building plans. In addition, the contractor or builder should designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. **The name and telephone number of such persons shall be provided to the APCD prior to land use clearance for map recordation and finished grading of the area.**

Naturally Occurring Asbestos (NOA) ✓

The project site is located in a candidate area for Naturally Occurring Asbestos (NOA), which has been identified as a toxic air contaminant by the California Air Resources Board (ARB). Under the ARB Air Toxics Control Measure (ATCM) for Construction, Grading, Quarrying, and Surface Mining Operations, **prior to any grading activities at the site, the project proponent shall ensure that a geologic evaluation is conducted to determine if NOA is present within the area that will be disturbed.** If NOA is not present, an exemption request must be filed with the APCD (see Attachment 1). If NOA is found at the site the applicant must comply with all requirements outlined in the Asbestos ATCM. This may include development of an Asbestos Dust Mitigation Plan and an Asbestos Health and Safety Program for approval by the APCD. Please refer to the APCD web page at <http://www.slocleanair.org/business/asbestos.asp> for more information or contact Karen Brooks of our Enforcement Division at 781-5912.

Demolition Activities ✓

The project referral noted that there is a residence and accessory structures on the property, but did not indicate whether those structures will remain or be demolished. Demolition activities can have potential negative air quality impacts, including issues surrounding proper handling, demolition, and disposal of asbestos containing material (ACM). Asbestos containing materials could be encountered during demolition or remodeling of existing buildings. Asbestos can also be found in utility pipes/pipelines (transite pipes or insulation on pipes). If utility pipelines are scheduled for removal or relocation; or building(s) are removed or renovated this project may be subject to various regulatory jurisdictions, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40CFR61, Subpart M - asbestos NESHAP). These requirements include but are not limited to: 1) notification requirements to the APCD, 2) asbestos survey conducted by a Certified Asbestos Inspector, and, 3) applicable removal and disposal requirements of identified ACM. Please contact Tim Fuhs of the Enforcement Division at 781-5912 for further information.

Developmental Burning ✓

Effective February 25, 2000, the APCD prohibited developmental burning of vegetative material within San Luis Obispo County. Under certain circumstances where no technically feasible alternatives are available, limited developmental burning under restrictions may be allowed. This requires prior application, payment of fee based on the size of the project, APCD approval, and issuance of a burn permit by the APCD and the local fire department authority. The applicant is required to furnish the APCD with the study of technical feasibility (which includes costs and other constraints) at the time of application. If you have any questions regarding these requirements, contact Karen Brooks of our Enforcement Division at 781-5912.

OPERATIONAL PHASE MITIGATION

Residential Wood Combustion

Should this project install wood stoves/fireplaces, APCD Rule 504 applies. The APCD approved devices for new homes include:

Under APCD Rule 504, only APCD approved wood burning devices can be installed in new dwelling units. APCD approved devices include:

- All EPA-Certified Phase II wood burning devices;
- 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;
- 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;
- Pellet-fueled woodheaters;
- Dedicated gas-fired fireplaces.

Compatibility of Mixed Use Elements

District staff would like to commend the project proponents and the County for this project's promotion of mixed used development. When people can walk to nearby stores, parks, and work traffic is reduced and the potential for mass transit use increases. This is consistent with several of the District's land use goals and policies in the Clean Air Plan.

As the project moves forward it is important to keep in mind that some uses may not be compatible and could result in potential nuisance problems (i.e. odors and/or dust). Therefore, it is essential that individual uses be carefully evaluated prior to issuance of a use permit. The following uses could be problematic if residential quarters are included in the same building.

- Nail Salons
- Dry-cleaners
- Coffee Roasters
- Furniture refurbishing/refinishing
- Any type of Spray Paint Operation

Mitigation of Operational Impacts

The APCD staff considered the operational impact of this mixed use development by running the URBEMIS2002 computer model, a tool for estimating vehicle travel, fuel use and the resulting emissions related to the land uses of this proposed project. The results of the model demonstrated that typical operational impacts from projects of this scale would likely be higher than our Tier 2 mitigation threshold for nitrogen oxides (NOx), reactive organic gases (ROG) and particulate matter less than ten microns in size (PM10). The APCD typically requests that such projects incorporate all of our applicable residential mitigation measures and may request funding to be used toward off-site mitigation programs as well.

In this case, APCD would again like to commend the forward thinking design of this project and recognize that this is a model development. Many of the standard and additional mitigation measures that we typically recommend for a project of this size have already been incorporated. However, the information provided in the project referral does not address our energy efficiency mitigation measures. Please inform the project proponent that if the following mitigation measures have not already been included in the project, they need to be added in order to bring the project's operational air quality impacts to a level of insignificance:

- Increase the building energy efficiency rating by 10% above what is required by Title 24 requirements. This can be accomplished in a number of ways (increasing attic, wall, or floor insulation, installing double pane windows, using efficient interior lighting, etc.).
- Incorporate shade tree planting along southern exposures of buildings to reduce summer cooling needs.
- Use roof material with a solar reflectance value meeting the EPA/DOE Energy Star Rating to reduce summer cooling needs.
- Use built-in energy efficient appliances, where applicable.
- Build new homes with internal wiring/cabling that allows telecommuting, teleconferencing and telelearning to occur simultaneously at several locations in the home.

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

AJM/CRM/sll

cc: Karen Brooks, APCD Enforcement Division
Tim Fuhs, APCD Enforcement Division

Attachment 1: Natural Occurring Asbestos Construction & Grading Project – Exemption Request Form



Andrew Mutziger

08/12/2005 04:42 PM

To: Josh LeBombard/Planning/COSLO@Wings

cc:

Subject: Templeton Mixed Use: Baril Sub 2004-00001

Josh,

After discussions with you today and reviewing the previously submitted project referral and our July 26, 2004 letter, the APCD requests that you include the following additional mitigation measures to further improve the energy efficiency of the project and to better support the transit and cycling aspects of this mixed use project:

- If the project is located on an established transit route, improve public transit accessibility by providing a transit turnout with direct pedestrian access to the project or improve existing transit stop amenities.
- Provide incentives to employees to carpool/vanpool, take public transportation, telecommute, walk, bike, etc by implementing the Transportation Choices Program. The applicant should Contact SLO Regional Rideshare at 541-2277 to receive free consulting services on how to start and maintain a program.
- Provide Transportation Choices Program information centers on alternative transportation modes at the site (i.e. a transportation kiosk). Contact SLO Regional Rideshare for appropriate materials at 541-2277.
- Use low energy parking lot and street lights (e.g. sodium).
- For the commercial component of the project, provide secure on-site bicycle parking. One bicycle parking station for every 10 car parking spaces is considered appropriate.
- For the commercial component of the project, provide shower and locker facilities to encourage employees to bike and/or walk to work, typically one shower and three lockers for every 25 employees.

Andy Mutziger
Air Quality Specialist
San Luis Obispo County Air Pollution Control District
(805) 781-5912

Geology and Soils



16
SAN LUIS OBISPO COUNTY
DEPARTMENT OF PLANNING AND BUILDING

VICTOR HOLANDA, AICP
DIRECTOR

THIS IS A NEW PROJECT REFERRAL

DATE: 7/7/04
TO: File PW
FROM: North Co. Team
(Please direct response to the above)

BARIL
SUB
DRE 2004-0001
Project Name and Number

Development Review Section (Phone: 781-788-2009)

PROJECT DESCRIPTION: Land Div./use (TR. MAP W/ CUP) located
in Templeton. Directly off Ramada Dr. of Hwy. 101.
(East) TR 2659 111 lots & CUP.

Return this letter with your comments attached no later than: _____

PART I IS THE ATTACHED INFORMATION ADEQUATE FOR YOU TO DO YOUR REVIEW?
 YES (Please go on to Part II)
 NO (Call me ASAP to discuss what else you need. We have only 30 days in which we must accept the project as complete or request additional information.)

PART II ARE THERE SIGNIFICANT CONCERNS, PROBLEMS OR IMPACTS IN YOUR AREA OF REVIEW?
 NO (Please go on to Part III)
 YES (Please describe impacts, along with recommended mitigation measures to reduce the impacts to less-than-significant levels, and attach to this letter.)

PART III INDICATE YOUR RECOMMENDATION FOR FINAL ACTION. Please attach any conditions of approval you recommend to be incorporated into the project's approval, or state reasons for recommending denial. IF YOU HAVE "NO COMMENT," PLEASE INDICATE OR CALL.

2. Dramage plan approval req'd. Detention (retardation)
basins req'd. Bio-filter or equivalent req'd for outflow
from leaving site.

8.3.5 Tim Tomlinson 6271
Date Name Phone

Noise

19 March 2004

Kelly Gearhart
6205 Alcantara
Atascadero, CA 93422

**Code-Related Noise Mitigation Analysis and Recommendations
Ramada Drive Mixed Use Project, Templeton
D+A Project 04-07**

Dear Kelly:

This letter provides recommendations for noise mitigation at the Ramada Drive Mixed Use Development project to meet the requirements set forth in the County Noise Element.

A. Project Description

The project includes a mixed use development between Ramada Drive / 101 and the Union Pacific Railroad tracks in the vicinity of the Ramada Drive Offramp of 101 in Templeton. For the most part, single family and multi-family lots are at the center of the parcel, sandwiched between open spaces and commercial lots. All lots will receive noise from both nearby roadways and the railroad.

B. County Noise Requirements

1. Exterior Noise Level Standards

- a. **RESIDENTIAL (AND MIXED USE) LOTS:** Maximum exterior noise levels of 60 L_{dn} / CNEL* are recommended in the County Noise Element, however 65 L_{dn} / CNEL is allowed if "best-available" exterior noise reduction measures have been exhausted (and if interior noise levels do not exceed 45 L_{dn} / CNEL). Exterior noise limits are provided for application to "outdoor activity areas," defined in the Noise Element as patios, decks, balconies, outdoor eating areas, swimming pool areas, and rear yards of dwelling units.
- b. **COMMERCIAL LOTS:** The same as for residential, but specifically for "office-related" uses.
- c. **RECREATIONAL AREAS:** 70 L_{dn} / CNEL

2. Interior Noise Level Standards

- a. RESIDENTIAL (AND MIXED USE) INTERIORS: Maximum interior noise levels of 45 L_{dn} / CNEL* are recommended.
- b. COMMERCIAL INTERIORS: Maximum hourly averaged interior noise levels of 45 L_{eq} ** are recommended.
- c. RECREATIONAL AREAS: NA

* L_{dn} and CNEL are 24 hour average noise levels, using standard weightings for daytime, evening, and nighttime periods.

** L_{eq} is an hourly-averaged value applicable during the hours commercial properties could be occupied

C. Site Noise Levels

1. Noise Sources

- a. 101 FREEWAY AND RAMADA DRIVE: All of the lots will be impacted by noise from Ramada Drive and the 101 Freeway. Noise data to quantify this source of noise were collected on the site on 14 April 2004.
- b. RAILROAD: All lots will be impacted by noise from train activity on the Union Pacific Railway. Noise data to quantify this source of noise are taken from the County Noise Element.

2. Noise Levels and Contours

- a. 101 FREEWAY: Measured noise levels due to traffic on Ramada Drive and the 101 Freeway near the NW edge of the proposed parcel were as follows:
 - 1) L_{eq} (time-averaged noise level): 73 dBA during morning rush hour.
 - 2) Estimated L_{dn} / CNEL (24 hour noise level): 75 dBA .
- b. RAILROAD: L_{dn} / CNEL noise contours are available from the County Noise Element. It is proposed that "future" train noise levels (without horns) from the Noise Element be applied to this project. These are, roughly:
 - 1) 70 L_{dn} / CNEL at ~75' from tracks
 - 2) 65 L_{dn} / CNEL at ~175' from tracks
 - 3) 60 L_{dn} / CNEL at ~350' from tracks.

Report for Ramada Drive Mixed Use Project

19 April 2004

Page 3

3. Exterior Noise Levels at Specific Lots/Locations

Using the noise levels and contours described above and the site plan by RRM Design Group, the following noise levels may be roughly described at specific lots or locations on the project:

<u>LOTS/LOCATION</u>	<u>EXTERIOR NOISE LEVEL (LDN / CNEL OR LEO)</u>
Commercial Lots	~75 dBA (nearest Ramada Dr.) to ~60 (nearest tracks)
Mixed Use Lots Surrounding "Park"	~70 dBA (nearest R.D.) to ~65 dBA (farthest from R.D)
Multi-Family Residential	~65 dBA (nearest R.D.) to ~60 dBA (nearest tracks)
Single Family Residential	~65 dBA (everywhere)
Ball Field	~70 dBA

4. Recommended Design-To Exterior Noise Levels for Specific Lots/Locations

The following noise levels are recommended for specific lots, assuming future increases in traffic on Ramada Drive and the 101 Freeway and "future" train noise levels:

<u>LOTS</u>	<u>EXTERIOR NOISE LEVEL (LDN / CNEL OR LEO)</u>
Commercial Lots Nearest Ramada Drive	75 dBA
Commercial Lots near Center of Parcel	70 dBA
Mixed Use Lots in block North of Park	75 dBA
Mixed Use Lots (not described above)	70 dBA
Single Family Lots	65 dBA
Multi-Family Lots	65 dBA
Recreation Area	70 dBA

D. Exterior Noise Mitigation

The following are recommended mitigation measures required to achieve (at least the general intent) of County exterior noise restrictions (refer to C.4 above for design-to noise levels).

<u>LOTS</u>	<u>RECOMMENDED MITIGATION</u>
Commercial Lots Nearest Ramada Drive	Advise commercial tenants that outdoor eating areas would best be screened with solid barriers or located out of sight of Ramada Drive or the Freeway. ¹
Commercial Lots near Center of Parcel	Same as above.
Mixed Use Lots in block North of Park	Same as above. Also, if upstairs apartments are included, patios or decks must be screened with solid barriers or located out of sight of Ramada Drive or the Freeway.
Mixed Use Lots (not described above)	Same as above.
Single Family Lots	No mitigation required. ²
Multi-Family Lots	No mitigation required. ²
Recreation Area	No mitigation required.

¹ Presumably eating areas will be the only outdoor activity areas on commercial lots.

² Advise buyers with dwellings in sight of the Railway that noise levels during train passbys will be very loud, potentially annoying, and perhaps startling. Locate outdoor living spaces (as much as possible) out of direct line-of-site with the Railway.

E. Interior Noise Mitigation

1. Required Noise Level Reductions (NLRs)

The following are building noise level reductions (NLRs) for determining construction requirements to achieve 45 L_{dn} / CNEL in indoor living spaces.

<u>LOTS/LOCATION</u>	<u>DESIGN-TO EXTERIOR NOISE LEVEL (LDN / CNEL)</u>	<u>REQUIRED NOISE LEVEL RED. (NLR) TO ACHIEVE 45 DBA</u>
Commercial Bldgs. (with Offices) Nearest Ramada Drive	75 dBA	30

<u>LOTS/LOCATION</u>	<u>DESIGN-TO EXTERIOR NOISE LEVEL (LDN / CNEL)</u>	<u>REQUIRED NOISE LEVEL RED. (NLR) TO ACHIEVE 45 DBA</u>
Commercial Bldgs. (with Offices) near Center of Parcel	70 dBA	25
Mixed Use Bldgs. in block North of Park	75 dBA	30
Mixed Use Bldgs. (not described above)	70 dBA	25
Single Family Bldgs.	65 dBA	20
Multi-Family Bldgs.	65 dBA	20
Recreation Area	70 dBA	NA

2. Building Construction Requirements

As suggested by the Acoustical Design Manual for SLO County, if NLR requirements for a project do not exceed 30 dB, then "standard mitigation packages" may be applied to building construction. Since none of the NLRs determined above exceed 30 dB, the following recommendations (extracted directly from the Acoustic Design Manual) may be employed for the project.

a. HOMES/BUILDINGS WITH REQUIRED NLR OF 30 dB:

"Normal construction practices per the latest edition of the Uniform Building Code are sufficient provided:

- 1) Air conditioning or a mechanical ventilation system is installed so that windows and doors may remain closed.
- 2) Windows and sliding doors are mounted in low air infiltration rate frames (0.5 cfm or less, per ANSI specifications).
- 3) Exterior doors are solid core with perimeter weather stripping and threshold seals.
- 4) Exterior walls consist of stucco or brick veneer. Wood siding with a 1/2" minimum thickness fiberboard ("soundboard") underlayer may also be used.
- 5) Glass in both windows and doors should not exceed 20% of the floor area in a room.
- 6) Roof and attic vents facing the noise source should be baffled (see Appendix C for an example of a suitable vent treatment)."
- 7) The interior sheetrock of exterior wall assemblies should be attached to studs by resilient channels. Staggered studs or double walls are acceptable alternatives.
- 8) Window assemblies should have a laboratory-tested STC rating of 30 or greater. (Windows that provide superior noise reduction capability and that are laboratory-tested are sometimes called "sound-rated" windows. In general, these windows have thicker glass and/or increased air space between panes. In contrast, standard energy-conservation double-pane glazing with an 1/8" or 1/4" air space may be less effective in reducing noise from noise sources than single-pane glazing)."

b. HOMES/BUILDINGS WITH REQUIRED NLR OF 25 dB:

*Normal construction practices per the latest edition of the Uniform Building Code are sufficient provided:

- 1) Air conditioning or a mechanical ventilation system is installed so that windows and doors may remain closed.
- 2) Windows and sliding doors are mounted in low air infiltration rate frames (0.5 cfm or less, per ANSI specifications).
- 3) Exterior doors are solid core with perimeter weather stripping and threshold seals.
- 4) Exterior walls consist of stucco or brick veneer. Wood siding with a ½" minimum thickness fiberboard ("soundboard") underlayer may also be used.
- 5) Glass in both windows and doors should not exceed 20% of the floor area in a room.
- 6) Roof and attic vents facing the noise source should be baffled (see Appendix C for an example of a suitable vent treatment).*

c. HOMES/BUILDINGS WITH REQUIRED NLR OF 20 dB:

*Normal construction practices per the latest edition of the Uniform Building Code are sufficient provided:

- 1) Air conditioning or a mechanical ventilation system is installed so that windows and doors may remain closed.
- 2) Windows and sliding doors are mounted in low air infiltration rate frames (0.5 cfm or less, per ANSI specifications).
- 3) Exterior doors are solid core with perimeter weather-stripping and threshold seals.*

3. Building Construction Recommendations

Along with the requirements extracted from the Acoustical Design Manual (above), the following are general recommendations (for all buildings) on the project.

a. EXTERIOR WALLS:

- 1) At Commercial (Office Spaces) Requiring 30 NLR: Minimum 6" stud walls with 7/8" stucco over ½" plywood on the exterior and two layers ½" gypsum board on the interior (plus R-19 cavity insulation) are preferred for sound isolating construction. If wood siding is used anywhere on exterior walls, sub layers of plywood, gypsum board, or backerboard are recommended to bring the overall exterior sheathing weight to at least 7.5 psf.
- 2) All Other Buildings: Minimum 3.5" stud walls with 7/8" stucco over ½" plywood on the exterior and one layer ½" gypsum board on the interior (plus R-13 cavity insulation) are preferred for sound isolating construction. If wood siding is used anywhere on exterior walls, sub layers of plywood, gypsum board, or backerboard are recommended to bring the overall exterior sheathing weight to at least 7.5 psf.

- b. ROOF/ CEILING ASSEMBLIES: Roofs of clay or concrete tile or composition roofing over 5/8" plywood on 2x roof joists and *separately-framed ceilings* of 1/2" gypsum board on 2x framing with R-19 above are recommended for sound-isolating construction.
- c. GLAZED WINDOWS AND DOORS:
- 1) Commercial and Mixed Use Buildings Requiring NLR of 30 with Windows Exposed to Ramada Drive and Freeway: 1/8"-1/2" airspace-1/8" insulating glass or 1/4" monolithic glass (or similar) within assemblies carrying laboratory sound transmission class (STC) ratings* of at least 30.
 - 2) Single Family Residential Buildings at East of Site with Windows Exposed to Railway: 1/8"-1/2" airspace-1/8" insulating glass or 1/4" monolithic glass (or similar) within assemblies carrying laboratory sound transmission class (STC) ratings* of at least 30.
 - 2) All Other Windows/Exposures: 1/8"-1/4" airspace-1/8" insulating glass or 3/16" monolithic glass (or similar) within assemblies carrying laboratory sound transmission class (STC) ratings* of at least 25.
-
- * If STC ratings are not available, assemblies designed for maximum protection against air and water infiltration must be selected – including very high quality gasketing, weather-stripping, and seals. If within the project budget, provide laminated glass for improved isolation of roadway (specifically tire) noise.
- d. EXTERIOR ENTRY DOORS: Solid-core or glazed (per above) with full-perimeter, heavy-duty weatherstripping. Orient doors away from direct exposure to roadways and the railway as much as possible.
- e. KITCHEN AND BATHROOM VENTILATION: Kitchen and bathroom ventilation ducts should include at least two elbows.
- f. OUTSIDE AIR INTAKES FOR HVAC SYSTEMS: Air intake ducts should include 1"-thick acoustical lining and at least one elbow.
- g. ATTIC VENTILATION: Orient attic vents away from roadways and the railway and avoid eave vents entirely if possible. Larger vents should be baffled with acoustically-lined sheet metal "boots."
- h. GENERAL AIRTIGHTNESS: All building joints should be carefully detailed and sealed to avoid weakening the exterior envelope. Both exterior and interior surfaces should be sealed at joints and isolation joints. Electrical boxes in framed, exterior walls or ceilings should be backed with sheet caulking outlet box pads (such as "Lowry" pads). For all building "shell" construction, all interior gypsum board joints at dissimilar surfaces (floors, door and window frames, electrical boxes, etc.) should include acoustical sealant. The reference of ASTM E497 (Standard Practice for Installing Sound-Isolating Lightweight Partitions) and ASTM C919 (Practice for Use of Sealants in Acoustical Applications) in construction documents is advised.

Report for Ramada Drive Mixed Use Project
19 April 2004
Page 8

- i. CHIMNEY / FIREPLACE CLOSURES: Flue dampers and glass fireplace screens are recommended.
- j. SKYLIGHTS: Avoid skylights altogether, if possible – especially where exposed directly to the railway. Use double-glazed assemblies if skylights must be included as part of the design.

*

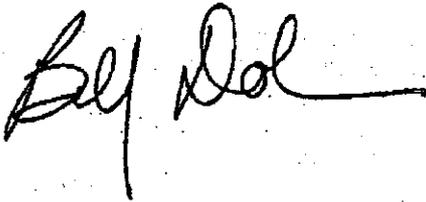
*

*

Please call with any questions or for clarification.

Sincerely,

DOHN AND ASSOCIATES



Bill Dohn,
Principal

Public Services/Utilities



206 5th Street, P.O. Box 780
Templeton, CA 93465
805/434-4911
fax 805/434-4820
tfd@tcsn.net

Greg O'Sullivan, Fire Chief

7-12-04

North County Team
Department of Planning and Building
County Government Center
San Luis Obispo, CA 93408

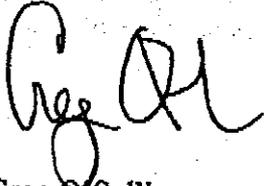
I have reviewed and conducted a site inspection on the proposed subdivision, development plan and CUP proposed by Max Baril/George Abiboul along Ramada Drive North of the 101/Main Street interchange, within the Templeton Community Services District boundaries. This development, if approved, would allow the construction of 139 residences and 114,650 square foot of commercial use. Based on the information provided the Templeton Fire Department would require:

1. Hydrants to be installed per TCSD standards throughout the proposed development. The Fire Chief will provide direction on hydrant location when tract improvement plans are submitted. Minimum Flow requirements of hydrants shall meet UFC Appendix III-A. Note: onsite hydrants may be required to meet this requirement.
2. Per TCSD Ordinance 2002-6, all structures will be required to be fire safety sprinklered using NFPA 13D for the single family/multi-family residences and 13 for the commercial and mixed use; as well as the Templeton Fire Department guidelines as the standard for design and installation.
3. The information provided indicates the applicant will be improving new dedicated public roads. Road widths shall be so constructed so to provide a minimum twenty-foot fire access road. This road can be incorporated with the improved roads, however the fire lane shall be maintained free and unobstructed. If necessary, no parking may be required to meet this standard, if so, obtaining the approval for such no parking shall be the responsibility of the applicant. (See Templeton Fire Department Developers' Guide)
4. Street names and addressing shall be consistent with County standards. Appropriate County officials will be asked to discuss final street names and addressing with fire department officials prior to final approval.
5. Emergency access is necessary to open space/detention basins along east side of property, including park and playground.
6. Other fire protection measures may be required when specific plans are submitted.

Please note that TCSD and Templeton Fire Department Standards and Specifications and Developers' Guide are available at the TCSD office.

Should you have any further questions, please do not hesitate to call.

Respectfully,



Greg O Sullivan
Fire Chief

Recreation

16



SAN LUIS OBISPO COUNTY DEPARTMENT OF PLANNING AND BUILDING

2004 JUL -6 PM 2:26

RECEIVED LINDA, AICP DIRECTOR

JUL 07 2004

Planning & Bldg

BARIL

THIS IS A NEW PROJECT REFERRAL

DATE: 7/7/04 07/06/04

TO: FROM: Parks

FROM: TO: North Co. Team (Please direct response to the above)

SUB DRE 2004-00001 Project Name and Number

Development Review Section (Phone: 781-788-2009)

PROJECT DESCRIPTION: Land Div./use (TR. MAP W/ CUP) located in Templeton. Directly off Ramada Dr. El Hwy. 101 (East) TR 2659 111 lots & CUP.

Return this letter with your comments attached no later than:

PART I IS THE ATTACHED INFORMATION ADEQUATE FOR YOU TO DO YOUR REVIEW? YES (Please go on to Part II) NO (Call me ASAP to discuss what else you need. We have only 30 days in which we must accept the project as complete or request additional information.)

PART II ARE THERE SIGNIFICANT CONCERNS, PROBLEMS OR IMPACTS IN YOUR AREA OF REVIEW? NO (Please go on to Part III) YES (Please describe impacts, along with recommended mitigation measures to reduce the impacts to less-than-significant levels, and attach to this letter.)

PART III INDICATE YOUR RECOMMENDATION FOR FINAL ACTION. Please attach any conditions of approval you recommend to be incorporated into the project's approval, or state reasons for recommending denial. IF YOU HAVE "NO COMMENT," PLEASE INDICATE OR CALL.

Require Quimby Fees (for lots) and application Building Division fees for apartments.

07/06/04 Date

JAN Di Leo Name

4089 Phone

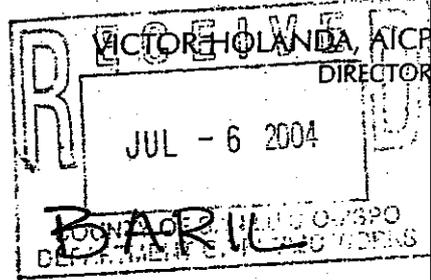
Transportation/ Circulation

16



SAN LUIS OBISPO COUNTY
DEPARTMENT OF PLANNING AND BUILDING

THIS IS A NEW PROJECT REFERRAL



DATE: 7/7/04
FROM: PW
FROM: North Co. Team
(Please direct response to the above)

SUB
DRE 2004-00001
Project Name and Number

Development Review Section (Phone: 781-788-2009)

PROJECT DESCRIPTION: Land Div./use (TR. MAP W/ CUP) located in Templeton. Directly off Ramada Dr. El Hwy. 101 (East) TR 2659 111 lots & CUP.

Return this letter with your comments attached no later than: 7/22/04

PART I IS THE ATTACHED INFORMATION ADEQUATE FOR YOU TO DO YOUR REVIEW?
 YES (Please go on to Part II)
 NO (Call me ASAP to discuss what else you need. We have only 30 days in which we must accept the project as complete or request additional information.)

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 NO (Please go on to Part III)
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PART III INDICATE YOUR RECOMMENDATION FOR FINAL ACTION. Please attach any conditions of approval you recommend to be incorporated into the project's approval, or state reasons for recommending denial. IF YOU HAVE "NO COMMENT," PLEASE INDICATE OR CALL.

RECOMMEND APPROVAL - STICKS ATTACHED TO COMPLY WITH GEN PLAN CIRCULATION A STREET SHOULD BE STUBBED OUT TOWARD THE SOUTH. ATTACHED ARE COMMENTS FROM TRANSPORTATION/TRAFFIC DIVISION AND A COPY OF STD DRAWING A-2(d), TRAFFIC STUDY TO LOOK AT MAIN ST - HWY 101 INTERCHANGE/RAMADA INTERSECTION. KIRK SUPP DEV STATEMENT IS NOT COMPLETE, ALSO WHAT WILL "COMPROMISE MIX USE" (LAST PARAGRAPH ON FIRST PAGE)?

01 SEP 2004 Date GOODWIN Name 5252 Phone

EXHIBIT B

CONDITIONS OF APPROVAL FOR TRACT 2659, BARIL/GENEHAET

Approved Project

This approval authorizes the division of a _____ acre parcel into _____ parcels of _____ acres / square feet each.

Access and Improvements

Roads and/or streets to be constructed to the following standards:

a. ALL ON SITE ROAD constructed to a A-2 section within a MIN. 50 foot dedicated right-of-way.

b. RANADA widened to complete a A-2(d) section fronting the property. THE EXACT WIDTH AND ALIGNMENT AS WELL AS RIGHT-OF-WAY TO BE DETERMINED AT TIME IMPROVEMENTS ARE DESIGNED DUE TO POSSIBLE ON-OFF RAMP REALIGNMENT

c. _____ constructed to a _____ section from the property to _____ (minimum paved width to be _____ feet).

The applicant offer for dedication to the public by certificate on the map or by separate document:

a. For future road improvement _____ feet along _____ to be described as _____ feet from the recorded centerline.

b. For future road improvement _____ feet along _____ to be described as _____.

c. For road widening purposes _____ feet along _____ to be described as _____ feet from the recorded centerline.

d. The _____ foot road easement as shown on the tentative parcel map with a _____ foot radius property line return at the intersection of _____.

e. A _____ foot radius property line return at the intersection of _____.

f. The _____ foot road easement terminating in a county cul-de-sac as shown on the tentative map.

Drainage

- _____ is not capable of carrying additional runoff. Construct off-site drainage facilities for an adequate outlet, or provide evidence of adequate drainage easements.
- The existing drainage swale(s) to be contained in drainage easement(s) dedicated on the map.
- Submit complete drainage calculations to the Department of Public Works for review and approval.
- If calculations so indicate, drainage must be **retained/detained** in a drainage basin on the property. The design of the basin to be approved by the Department of Public Works, in accordance with county standards.
- If a drainage basin is required, the drainage basin along with rights of ingress and egress be:
 - a. granted to the public in fee free of any encumbrance.
 - b. offered for dedication to the public by certificate on the map with an additional easement reserved in favor of the owners and assigns.
 - c. reserved as a drainage easement in favor of the owners and assigns.
- If a drainage basin is required, a zone of benefit be formed within _____ for maintenance of the drainage basin. Application to be filed with the The Department of Public Works Administrator.
- If a drainage basin is required, this development be annexed to _____ for maintenance of the drainage basin. Evidence of acceptance to be filed with the Department of Public Works.
- The project shall comply with the requirements of the National Pollutant Discharge Elimination System Phase I and/or Phase II storm water program.

Wastewater Disposal

- Prior to the filing of the final parcel or tract map, the applicant shall submit to and be jointly approved by the county Department of Planning and Building and Health Department, results of percolation tests and the log or logs of soil borings performed by a registered civil engineer. For this purpose, the applicant shall perform one or more soil borings to be a minimum depth of ten (10) feet in the area of the appropriate area of the proposed sewage disposal system to determine the: a) subsurface soil conditions, (example: impermeable strata which act as barriers to the effective percolation of sewage); b) presence of groundwater; c) separation between sewage disposal saturation areas and groundwater; d) borings shall be as deep as necessary below the proposed on-site disposal area to assure required separation. The applicant must perform a minimum of three (3) percolation test holes, to be spaced uniformly in the area of the proposed sewage disposal system. (Parcel(s) _____, only).
- A community septic system shall be installed with a centralized leaching area and shall have a 100% or greater additional expansion area. The area for the community septic tank system and disposal area shall **be granted in fee on the map to the appropriate maintenance agency for maintenance with the right of ingress and egress / shall be kept as open space within easement for sewage treatment purposes granted to a homeowner's association.** Impervious paving over a disposal area is not considered acceptable.

The applicant shall apply to the Department of Planning and Building for approval of new street names prior to the filing of the final parcel or tract map. Approved street names shall be shown on the final parcel or tract map *and on the improvement plans.*

Vector Control and Solid Waste

A determination of method of pick-up shall be specified by the waste handler and if centralized facilities for the pick-up are required, provisions shall be made within the project for central facilities that meet **Land Use Ordinance / Coastal Zone Land Use Ordinance** requirements for trash enclosures. If centralized facilities are established, this shall include provisions for recycling if service is available or subsequent installation of such facilities if recycling service becomes available in the future.

Fire Protection

- Provide minimum fire flow of _____ gallons per minute as per nationally recognized standard. Fire flows to be maintained for a minimum two-hour duration.
- The applicant shall obtain a fire safety clearance letter from the California Department of Forestry (CDF)/County Fire Department establishing fire safety requirements prior to filing the final parcel or tract map.
- Designate a fire lane within all the driveway areas. This lane to be minimum width of twenty (20) feet. *(USE FOR MULTI-FAMILY/COMMERCIAL PROJECTS ONLY)*

Parks and Recreation (Quimby) Fees

- Unless exempted by Chapter 21.09 of the county Real Property Division Ordinance or California Government Code section 66477, prior to filing of the final parcel or tract map, the applicant shall pay the in-lieu" fee that will be used for community park and recreational purposes as required by Chapter 21.09. The fee shall be based on the total **number of new parcels or remainder parcels shown on the map that do not already have legal residential units on them / or the number of dwelling units proposed in the case of a condominium, stock cooperative, or community apartment project.**
- For subdivisions of less than five parcels that are not to be used for residential purposes, if a building permit is requested for construction of a residential structure or structures on one or more of the parcels created by this subdivision within four years of recordation of the map, the Quimby Ordinance fee specified in the county fee schedule shall be paid by the owner of each parcel as a condition for the issuance of such permit.

Affordable Housing Fee

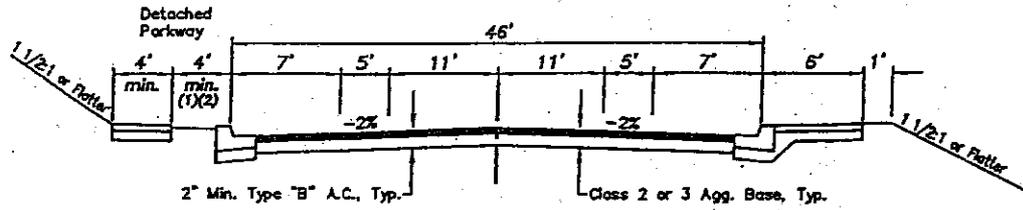
- Prior to filing the final parcel or tract map, the applicant shall pay an affordable housing in-lieu fee of 3.5 percent of the adopted public facility fee effective at the time of recording for each residential lot. This fee shall not be applicable to any official recognized affordable housing included within the residential project.

- d. Designated parking sites (and access drives) shall be shown on the additional map sheet reflecting the approved tentative map. **At the time of application for construction permits**, the applicant shall clearly delineate the approved building site and access drive on the project plans.
- e. Notification to prospective buyers of the county's Right to Farm Ordinance currently in effect at any time said deed(s) are recorded.
- f. Notification of the consequences of existing and potential intensive agricultural operations on adjacent parcels including but not limited to noise, dust, odor and agricultural chemicals.
- g. An agricultural buffer prohibiting residential structures, consisting of _____ feet over lots _____, shall be shown on the additional map sheet. This buffer shall become null and void on individual parcels within this subdivision, if the adjacent Agriculture land use category is changed or if any existing commercial agricultural business on adjacent parcels effecting this subdivision cease operation for a minimum of one year. **At the time of application for construction permits**, the applicant shall clearly delineate the agricultural buffer on the project plans.
- h. The limits of inundation from a 100 year storm over lots _____ from _____ creek / river shall be shown on the additional map and note the required building restriction in the on the sheet.
- i. If improvements are bonded for, all public improvements (roads, drainage, and utilities) shall be completed prior to occupancy of any new structure.
- j. A notice that no construction permits will be given a final inspection until the fire safety conditions established in the letter dated _____ from the California Department of Forestry (CDF)/County Fire Department are completed. **Prior to occupancy or final inspection**, which ever occurs first, the applicant shall obtain final inspection approval of all required fire/life safety measures.
- k. Note to potential buyers and future owners of the property that the project is in an area from which combustion and petroleum-type odor complaints are frequently received by the Air Pollution Control District. The District Hearing Board has issued a nuisance abatement order which should improve the air quality in the Nipomo area; however, clean up is a lengthy process, therefore buyers of new lots should be advised that these conditions exist. *(ONLY USE IF WITHIN SOUTH COUNTY PLANNING AREA OR NEAR THE PLANT IN THE SAN LUIS BAY PLANNING AREA)*
- l. In the event archaeological resources are unearthed or discovered during any construction activities, the following standards apply:
- A. Construction activities shall cease, and the Environmental Coordinator and Planning Department shall be notified so that the extent and location of discovered materials may be recorded by a qualified archaeologist, and disposition of artifacts may be accomplished in accordance with state and federal law.
- B. In the event archaeological resources are found to include human remains, or in any other case where human remains are discovered during construction, the County Coroner is to be notified in addition to the Planning Department and Environmental Coordinator so that proper disposition may be accomplished.
- m. PUT ANY MITIGATIONS FROM DEVELOPER'S STATEMENT HERE **ONLY IF THEY GO BEYOND RECORDATION OF THE MAP** _____

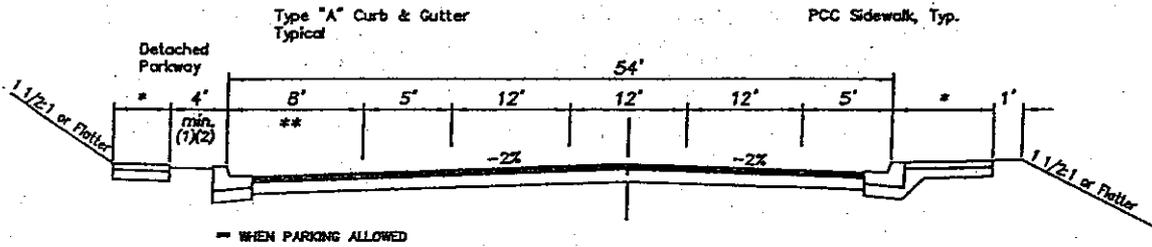
Miscellaneous

- This subdivision is also subject to the standard conditions of approval for all subdivisions using **community water and sewer / community water and septic tanks / individual wells and septic tanks**, a copy of which is attached hereto and incorporated by reference herein as though set forth in full.
- A stormwater pollution plan may be necessary from the Regional Water Quality Control Board. Provide evidence that it has been obtained or is unnecessary prior to filing the map.
- Applicant shall file with the Department of Public Works an application requesting apportionment of any unpaid assessments under the Improvement Bond Act of 1915, in compliance with Section 8740.1 of the Streets and Highways Code of the State of California. Said apportionment must be completed prior to filing the map.
- Prior to the sale of the designated remainder or omitted parcel, if applicable, the applicant shall obtain approval of a certificate of compliance or conditional certificate of compliance from the county.
- All timeframes on approved tentative maps for filing of final parcel or tract maps are measured from the date the Review Authority approves the tentative map, not from any date of possible reconsideration action.

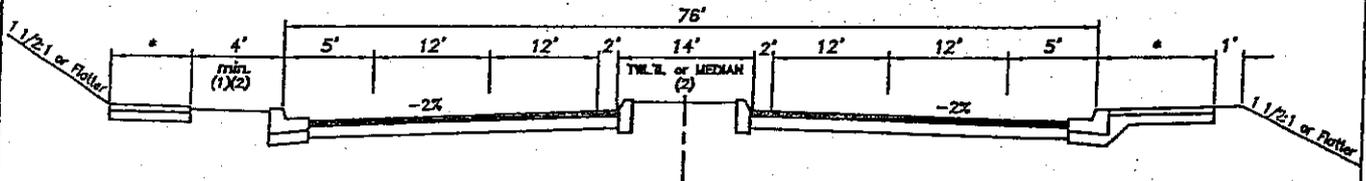
Revisions				Approvals		
Description	By	Approved	Date	By	Date	
				Deputy Director of Public Works	CR	7/7/04



RESIDENTIAL w/BIKELANES



FUTURE A.D.T. > 5000



FUTURE A.D.T. > 16000

* SIDEWALK WIDTH PER TABLE SHOWN BELOW

LAND USE CATEGORY	SIDEWALK WIDTH	
	INTEGRAL (FT)	DETACHED (FT)
CR	10	6
CS	6	4
OP	8	4
IND	6	4

NOTES

- (1) PARKWAY MINIMUM WIDTH = 4 FT. SIDEWALK MAY MEANDER CREATING A LARGER PARKWAY.
- (2) LANDSCAPE AND MAINTENANCE OF MEDIANS AND PARKWAYS SHALL BE ADDRESSED IN APPROVED PROJECT PLANS. LOCAL FUNDING SOURCE MUST BE IDENTIFIED.

Specification Ref.	COUNTY OF SAN LUIS OBISPO PUBLIC WORKS DEPARTMENT TYPICAL SECTIONS URBAN	Scale: NONE
		Drawing No. A-2(d)
Drawn: 4/04 By: DR		

CROSS SECTION DESIGN ROADS OVER 5000 ADT

County of San Luis Obispo
Department of Public Works

ROAD NAME	FROM	TO	Travel lanes	Center Turn Lane	Bike Lanes	Parking	Curb-Curb Min. Width	CG&SW	Parkway	Intersection Lighting	Special Features
Avila Beach Drive	Ontario Road	First Street	2	1#	yes	yes	62	no	no	yes	C&G between bridge and San Miguel
Bennett Way	Vineyard Drive	Peterson Ranch Rd	2	1	yes	no	46	both sides	yes	yes	C&G not req'd south of Titon Hillie Rd
Buckley Road	Santa Fe Road	Higuera Street	2	1	yes	no	46	no	no	yes	
Corbett Canyon Road	Arroyo Grande CL	Verde Canyon Rd	2	1#	yes	no	46	no	no	no	
Division Street	Las Flores Road	Orchard Avenue	2	1	yes	no	40	both sides	yes	yes	11 foot lanes
El Camino Real	Route 66	Alascadero CL	2	1#	yes	no	46	no	no	yes	
Foothill Road	O'Connor Road	1/2 mile east	2	1	yes	no	46	no	no	yes	
Gibson Road	Las Tablas Road	Main Street	2	1	yes	no	40	both sides	no	yes	
Grande Avenue	Orchard Avenue	South Frontage Road	2	1	no	north side	40	both sides	yes	yes	10 foot lanes
Halcyon Road	Route 1 (south inter.)	El Campo Road	2	1	yes	south side	52	south side	no	yes	11 foot lanes
Hill Street	Mexy Avenue	South Frontage Road	2	1	yes	no	46	both sides	yes	yes	
Hutton Road	Joshua Road	Route 168	2	1	yes	no	46	west side	no	yes	
Juniper Street	Pomeroy Road	Frontage Road	2	1	yes	no	43	both sides	no	yes	
Las Tablas Road	Florence Street	Old County Road	2	1	yes	no	40	both sides	yes	yes	CG&SW southerly 1/2 mile only
Las Tablas Road	Florence Street	Bennett Way	2	1	yes	no	40	both sides	yes	yes	11 foot lanes
Las Tablas Road	Bennett Way	Bethel Road	4	1	yes	no	78	both sides	no	yes	
Los Berros Road	El Campo Road	Quailwood Road	2	1#	yes	no	46	both sides	yes	yes	
Los Olivos Avenue	Tenth Street	South Bay Blvd	2	1	yes	no	46	no	no	yes	
Los Ocos Valley Road	Los Ocos Creek	Ninth Street	2	1	no	both sides	52	both sides	no	yes	
Los Ocos Valley Road	Ninth Street	Pecho Valley Road	4	1	yes	south side	80	both sides	no	yes	
Main Street, Cambria	Winder Blvd	Cambria Drive	2	1	no	south side	52	south side	no	yes	raised medians
Main Street, Cambria	Vineyard Drive	Burton Drive	2	1	no	both sides	62	both sides	no	yes	Class 1 trail northside
Main Street, Templeton	Vineyard Drive	Route 101	2	1	yes	both sides	62	both sides	yes	yes	angled parking
Mary Avenue	London Lane	Hill Street	2	1	yes	both sides	46	both sides	no	yes	Class 1 trail southside
Mass Road	Tefft Street	Osage Street	2	1	yes	no	40	both sides	no	yes	
Mission Street	10th Street	16th Street	2	1	yes	both sides	75	both sides	no	yes	
Nacimientio Lake Drive	Paso Robles CL	Heritage Ranch	2	1#	yes	no	46	both sides	no	no	
Ninth Street	LOVR	Santa Ynez Street	2	1	yes	both sides	62	both sides	no	yes	
Noyes Road	Arroyo Grande CL	Route 227	2	1#	yes	no	46	both sides	no	yes	angled parking/bike lanes not striped
Oaklawn Avenue	Tefft Street	Darby Lane	2	1	yes	west side	52	both sides	no	yes	
Ocean Avenue	Cayucos Drive	E Street	2	1	yes	both sides	75	both sides	no	yes	angled parking/bike lanes not striped
Ocean Avenue	6th Street	E Street	2	1	yes	both sides	62	both sides	no	yes	
Orchard Avenue	Tefft Street	Division Street	2	1	res	no	46	both sides	yes	yes	
Orchard Avenue	Division Street	Southland Road	2	1	yes	no	48	both sides	no	yes	
Pilar Avenue	Route 1	Erld	4	0	yes	both sides	80	both sides	no	yes	
Pomeroy Road	Tefft Street	Camino Ceballo	2	1	yes	no	48	east side	yes	yes	
Pomeroy Road	Sandydale Road	Willow Road	2	1	yes	no	48	no	no	yes	
Ramada Drive	Main Street	Paso Robles C. L.	2	1	yes	no	46	east side	no	no	
San Luis Bay Drive	Ontario Road	Avila Beach Drive	2	1#	yes	no	46	no	no	no	
Santa Fe Road	Tank Farm Road	Buckley Road	2	1	yes	no	48	both sides	no	yes	South end constrained at 40 foot
Second Street	Santa Ynez Avenue	El Moro Avenue	2	1	no	both sides	78	both sides	yes	yes	angled parking/bike lanes not striped
South Bay Boulevard	LOVR	Morro Bay CL	4	1	yes	no	78	no	no	yes	
South Bay Boulevard	LOVR	Bay Oaks Dr	2	1	yes	no	52	west side	yes	yes	
South Frontage Road	Tefft Street	Southland Road	2	1	yes	no	48	west side	yes	yes	
South Frontage Road	Buckley Road	SLO City Limits	2	1	yes	east side	52	no	no	yes	

DEPARTMENT OF TRANSPORTATION
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TDD (805) 549-3259
<http://www.dot.ca.gov/dist05>



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August 6, 2004

SLO-101 PM 52.44
Baril Mixed Use Development
Sub 2004-00001
Tract # 2659

New Project Referral

North County Team
San Luis Obispo County
Department of Planning & Building
County Government Center
San Luis Obispo, CA. 93408

Dear North County Team;

Thank you for sending the New Project Referral for the Baril Mixed Use Development to the California Department of Transportation (Department), for our review. District 5, Development Review offers the following comments regarding the project scope.

The Department requests that the Lead Agency require of the applicants to perform a Traffic Impact Study (TIS) to study this proposed project's traffic impacts on State highway facilities. The traffic analysis scenarios will need to include an investigation of this proposed project's traffic impacts on the 101/Main Street Interchange and the 101/46 West Interchange (I/C). The following traffic analysis scenarios are recommended in the Department's, *Guide to the Preparation of Traffic Impact Studies*.

- Existing Conditions – Current year traffic volumes and peak hour Level of Service (LOS) analysis of effected State highway facilities.
- Proposed Project Only – Trip generation, distribution and assignment in the year the project is anticipated to complete construction.
- Cumulative Conditions – (Existing conditions Plus Other Approved and Pending Projects Without the Proposed Project) – Trip assignment and peak hour LOS analysis in the year the project is anticipated to complete construction.

North County Team

August 6, 2004

Page 2

- Cumulative Conditions Plus Proposed Project - (Existing conditions Plus Other Approved and Pending Projects Plus the Proposed Project) – Trip assignment and peak hour LOS analysis in the year the project is anticipated to complete construction.
- Cumulative Conditions Plus Proposed (Interim years) Trip assignment and peak hour LOS analysis in the years the project phases are anticipated to complete construction.

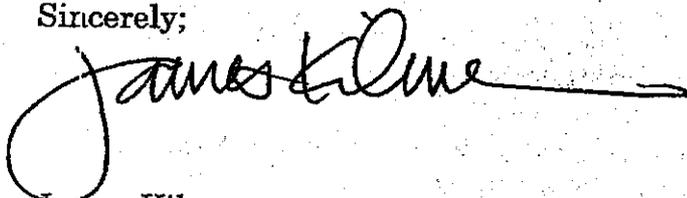
For a complete copy of the Caltrans, *Guide for the Preparation of Traffic Impact Studies*, please utilize the following internet site:
<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

Along with appropriate project specific traffic mitigation strategies at both interchange locations, the TIS will need to identify the pro rata share contribution for this project's cumulative effects, based on its traffic impacts at the 101/46 West I/C. Improvement alternatives are currently being studied by the Department and the City of Paso Robles for the 101/46 Main Street I/C. Any pro rata share contribution will need to be based on costs for constructing the latest preferred alternative identified in the Route 101/46 West I/C Improvement, Environmental Document.

A similar pro rata share contribution that addresses this project's cumulative impacts on 101/Main Street I/C, should also be identified in the TIS. However, I/C improvement studies at the 101/Main Street I/C have been less formal and in-depth than studies at the 101/46 West I/C except to say that the, Department and County Public Works Staff have discussed a preliminary range of I/C improvement alternatives at the 101/Main Street I/C.

Again, thank you for the opportunity to comment on the Baril Mixed Use Development. If you have any questions please call me at 549-3683.

Sincerely;



James Kilmer
District 5
Development Review

cc: File, D. Murray, R. Barnes, T. Houston, D. Brown - SLOCOG

DEPARTMENT OF TRANSPORTATION

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September 27, 2005

SLO - 101 PM 52.44

SCH # 2005081157

Josh LeBombard
San Luis Obispo County
Department of Planning & Building
County Government Center
San Luis Obispo, CA 93408

Dear Mr. LeBombard,

RE: Westpac (Templeton Mixed Use Development) Vesting Tentative Tract Map - Notice of Completion for the Mitigated Negative Declaration (MND)

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

General Comments

The traffic impact study (TIS) that we requested be done, needs to be included in the environmental document, The Department requests that the MND be re-circulated to include the text of the traffic study. This way all the assumptions and statements made regarding the *Transportation/Circulation* Section of the MND can be verified, cited, and formally commented on with one document. The MND should be a stand-alone document.

Full disclosure of this project's traffic impacts have not been identified in the TIS and therefore, the proposed project's traffic impacts have not been thoroughly disclosed in the MND. Until the TIS is re-revised, a more meaningful discussion of this project's traffic impacts on State highway facilities is not possible. Until then, the following comments are offered for the re-revision.

The Traffic Study

The TIS prepared by the Traffic Engineer contains several inaccuracies and needs to be re-revised with the Department reviewing and commenting on those re-revisions.

The traffic study does not accurately depict current traffic conditions on State highway facilities, nor does it offer requisite mitigation to offset this project's traffic impacts on the same. When the TIS is revised to The Department's satisfaction, then it should be integrated into the MND.

1. (Ref. Table 3 , *Project Trip Generation*) The trip generation table states that 2,914 Average Daily Trips (ADT) trips will be subtracted from the total trip generation figure of 7594 ADT (848 a.m. and 573 p.m. peak hour trips), leaving a mixed-use trip reduction total of 4,680 ADT. The reduction of 2914 trips appears too high and may constitute a fundamental flaw in the traffic study. The traffic engineer needs to include the worksheets that depict the allowed mixed-use trip reductions – the methodology needs to be transparent.
2. A re-revised traffic study should include a full pro rata/share contribution for this project's cumulative impacts to the U.S. 101/State Route 46 West Interchange (I/C) Reconstruction Project that the City of Paso Robles has recently prepared a Project Study Report PSR for. The current estimate for two alternatives including the support costs and the building of the 101/SR 46W I/C Reconstruction is approximately, \$40 million (\$60 million for the ultimate interchange improvement). The traffic study should also contribute as project specific mitigation, its share of the costs to the City of Paso Robles' interim improvements at the 101/46W south bound 101 off-ramps.

Also, The Department requests that a similar mitigation strategy be considered for the 101/Main Street I/C improvements. Currently, the County is preparing a PSR for improvements at the I/C. The project proponents could pay for a share of the costs for preparing the PSR and a pro rata share contribution for the construction of those improvements as cumulative mitigation.

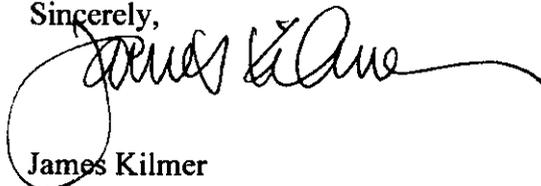
3. (Ref. Page 4, *Intersections*) Caltrans maintains that cusp LOS "C/D" is the threshold point for significant impacts on State highway facilities, not LOS "D".
4. (Ref. Page 4, *Intersections*, Table 1, *Existing Conditions Intersection Level of Service Summary*) The W SR-46 at SB 101 Ramp signal and the W SR-46 at Theater Drive signal needs to be consolidated into one combined LOS, in this case LOS "D", not LOS "B" and "C" as the TIS claims. The Department and The City of Paso Robles have both identified that the 101 southbound off-ramp operates at LOS "D".

Much effort was given to devising an acceptable methodology for assigning a shared LOS for both the 101/46 W southbound ramp signals and the SR 46 W/Theater Drive signals. The re-revised TIS needs to incorporate this methodology.

5. (Ref. Page 20, *Payment of Area C Road Improvement Fee*) The TIS selected the lowest peak hour volume – 382 p.m. peak hour trips (after subtracting mixed use reductions) and multiplied that by the current per-residential-unit road fee of \$7,407 to get \$2,829,474 for ostensibly, this project's cumulative traffic mitigation obligation. It is not correct to select the peak hour with the least traffic volumes to gauge a project's traffic impacts. The traffic study should have used the a.m. peak hour total of 584 trips. This would put the correct county traffic impact fee for this project's cumulative traffic impacts at \$ 4,325,688. This figure may be much closer to the true pro rata fair share contribution that should be owed from the Westpac proposed project, to the reconstruction of the 101/46 West I/C alone – not to be split with other projects in the county's list of improvement projects. But this won't be known until a re-revised traffic study is prepared.

If you have any questions regarding the foregoing, please contact me at 549-3683.

Sincerely,



James Kilmer
District 5
Development Review/CEQA Coordination

c: File, D. Murray, R. Barnes, T. Houston, T. Farris, C. Florence – Oasis Landscape, R. DeCarli – SLOCOG, B. Lata – City of Paso Robles



CITY OF EL PASO DE ROBLES

"The Pass of the Oaks"

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Planning & Bldg

October 5, 2005

Josh LeBombard
San Luis Obispo County
Planning and Building Dept.
County Government Center
San Luis Obispo, CA 93408

RE: Westpac – Templeton Mixed Use Development/Notice of Completion for the MND

Dear Mr. LeBombard:

The City of Paso Robles appreciates the County circulating the Initial Study for this project for our review. At this time, the City only has general comments in regard to environmental concerns.

We are reviewing the traffic study carefully, and may pursue a peer review of the technical analysis in the document. Therefore, detailed comments on the traffic study will be forwarded under separate cover. However, the City will be looking to determine if the project related impacts to the Highway 101/46W interchange have been adequately analyzed and evaluated. Further, it is imperative that the impacts be adequately mitigated.

As you may be aware, the City has an adopted LOS standard of LOS D for this interchange. With interim improvements already planned and that are about to begin construction, there is no volume capacity available at the interchange to maintain LOS D. All new development in the interchange area are participating in a mitigation agreement obligating participation in the interim improvements. At this time, the City is not permitting any additional development that could affect the interchange capacity.

Additionally, the City has required all new development in the interchange area to participate in an assessment district to pay for long term interchange improvements. The long term improvements are the subject of a recently approved Project Study Report (PSR). Caltrans is currently conducting their environmental review of the PSR. It is critical that any mitigation measures contemplated for this project be consistent with the City's General Plan, interim improvements and the PSR for this interchange.

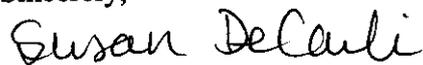
In review of the Initial Study, the City recommends more in depth discussion and evaluation be included in the Public Services section. The study should provide information documenting the capacity of existing services to provide adequate fire and police protection. Also, the study should provide quantitative information on the capacity to provide water and process sewer wastewater.

The project should also incorporate public access easements to establish future opportunities to connect to the Salinas River corridor, as identified in the Draft Parks and Recreation Element, Salinas River Planning Area Map. This is an opportunity to provide multi-use trail linkage to this corridor.

In regard to the Site Plan, the City offers a few recommendations. The public square would better serve the majority of residents if it were located nearer to the center of the residential neighborhood. Also, at least half the residences look onto parking lots and/or the mini storage use.

Again, we will be forwarding additional comments on the technical analysis of the traffic study. I hope this is helpful in understanding the concerns of Paso Robles. If you would like to discuss any of these issues, please feel free to call at 237-3970 or email at sdecarli@prcity.com.

Sincerely,



Susan DeCarli, AICP
City Planner

cc: Bob Lata, Community Development Director
Jim App, City Manager
John Falkenstien, City Engineer
James Kilmer, Caltrans
Ron DeCarli, SLOCOG

October 5, 2005

MEMORANDUM

TO: Josh LeBombard, Planning

FROM: Dave Flynn, Roads Manager

SUBJECT: Templeton Mixed Use Project, Traffic Impacts and Mitigation

As we discussed here are follow-up comments to clarify the traffic expectations and mitigation for the subject development. To start with, our traffic division had begun talks with Kelly Gearhart over development of this site back in May of 2003. Attached is a copy of notes from that meeting. Given the size of the parcel, we had sought a plan which would allow condition of development on this parcel to improve interchange operation by constructing relocation of the northbound ramps onto a realigned Ramada Drive. Towards that end, the County has hired a consultant to prepare a Project Study Report(PSR) for Caltrans approval for such a interchange reconfiguration and sought approval for this work to be done under an encroachment permit. When the new parties to this development arrived, we had a joint meeting with Caltrans staff in August of 2004 and went over the same process. That is, we would be looking for traffic analysis to support the PSR so that approval for the ramp relocation could be attained and then the project condition to 1) realign Ramada Drive; 2) construct the ramps by permit under Caltrans; and 3) signalize this intersection. We had also expressed the need to control the number of access points onto Ramada Drive to no more than two so that safe operations could be assured on Ramada Drive. Work could be implemented under reimbursement agreement established under the Road Improvement Fee(RIF) program.

The study produced for the project, did not evaluate the interchange reconfiguration alternatives we had discussed to evaluate the above scenario. While our group had commented on the traffic distribution split on the study and sought clarification on the project specific improvements outside the area RIF, the study needs to provide suitable interchange reconfiguration options so that ramp relocation option can be either advanced or dismissed. This determination supports were Ramada Drive would be construct. We would expect the project to build Ramada Drive at the ultimate location. Moreover, the study merely recommends small improvements at the Ramada Drive/Route 46 intersection, work that is already in progress with the City of Paso Robles and would not then be project mitigation, and defers Main Street interchange improvements to some

date dependent on the RIF program. For the former, the Route 46 interchange is already at a level of service D from City findings. Given the magnitude of the project, it needs to assure consistency with City of Paso Robles development processing at Route 46 and be a primary element in implementing the long term solution at Main Street interchange..

Given these expectations, it would be important for the project study to perform the following tasks:

- Develop traffic analysis of the five options (includes no build alternative) under consideration for the under the Main Street interchange PSR. Determine intersection level of services for existing and proposed intersections and roundabouts.
- As part of the study, determine the phase improvements which could be implemented to offset project impacts in the year it is full constructed.
- Provide project layout, to Caltrans standards for the Ramada Drive realignment and ramp relocations. Determine ultimate intersection configuration required for operations. Show the right of way limits to construct realignment.
- Evaluate the construction of left turn lane on Main Street onto northbound Ramada Drive and signalization warrants at this location.
- Determine the level of service of the Route 46 interchange as done under City of Paso Robles PSR for Route 46. This being at a lower level than the level of service B claimed under the Mixed Use project study. And show what additional impacts would develop under the City's plan for additional signalization and coordination at this interchange.
- Revise the Trip Reduction Table showing a less optimistic level of reduced trips per the mixed use element or substantiate the level used.
- Define access to project per Caltrans Design standards if ramp relocation option selected. Define access operation for intersections for future entrance signalization and lane structure. Median treatments for collision reduction along Ramada Drive.
- Define phase of project to physical construction of staged intersection and interchange improvements at the above mentioned locations.
- Define outline of reimbursement agreement for construction of improvements that are defined under the RIF.

In addition, we need to have conditions established under this development that will assure a masonry or ornamental iron fence, meeting Union Pacific requirements, be placed along the railroad right of way for the project and that all interest in any private crossing at this location be voided.

Also, when discussing any conditions regarding payment of RIF fees for this or other projects, it is important to state that they will pay fees that exist at the time of issuance of the building permit. In this case, the Area C fee is proposed to go from \$7400 to \$11,500 later this year. By the time they take out permits, it may be significantly more. There is no need to get into specifics of cash at this time only the proportional share of their traffic. The developer can alleviate some of the fee increase by entering into a

reimbursement agreement for constructing RIF program improvements at which time we would set a specific amount of the RIF fee attributable to their project before permits are issued. This benefits the County by having the projects built in current dollars and not having to raise the fee to adjust for inflation as well as benefiting the developer in being able to set these mitigation costs early in their development.

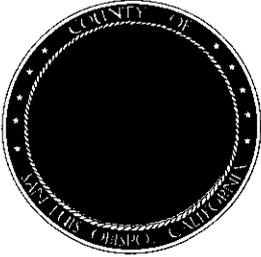
I'd be happy to meet with you and the developer's team regarding these issue. You can reach me at x4463.

Attachment – Memo to File, Kelly Gearhart

File: Templeton Mixed Used Development Plan

C: Richard Marshall
Ryan Chapman
James Kilmer, Caltrans
Bob Lata, City of Paso Robles
Steve Orosz
Carol Florence

P:\traffic\Templeton Mixed Use follow up traffic comments



SAN LUIS OBISPO COUNTY DEPARTMENT OF PUBLIC WORKS

Noel King, Director

County Government Center, Room 207 • San Luis Obispo CA 93408 • (805) 781-5252

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email address: pwd@co.slo.ca.us

October 11, 2005

MEMORANDUM

TO: Josh LeBombard, Planning

FROM: Dave Flynn, Roads Manager *DF*

SUBJECT: Templeton Mixed Use Project, Traffic Impacts and Mitigation

As we discussed, here are follow-up comments to clarify the traffic expectations and mitigation for the subject development. To start with, our traffic division had begun talks with Kelly Gearhart over development of this site back in May of 2003. Attached is a copy of notes from that meeting. Given the size of the parcel, we had sought a plan which would allow condition of development on this parcel to improve interchange operation by constructing relocation of the northbound ramps onto a realigned Ramada Drive. Towards that end, the County has hired a consultant to prepare a Project Study Report (PSR) for Caltrans approval for such an interchange reconfiguration and sought approval for this work to be done under an encroachment permit. When the new parties to this development arrived, we had a joint meeting with Caltrans staff in August of 2004 and went over the same process. That is, we would be looking for traffic analysis to support the PSR so that approval for the ramp relocation could be attained and then the project condition to 1) realign Ramada Drive; 2) construct the ramps by permit under Caltrans; and 3) signalize this intersection. We had also expressed the need to control the number of access points onto Ramada Drive to no more than two so that safe operations could be assured on Ramada Drive. Work could be implemented under reimbursement agreement established under the Road Improvement Fee (RIF) program.

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In addition, we need to have conditions established under this development that will assure a masonry or ornamental iron fence, meeting Union Pacific requirements, be placed along the railroad right of way for the project and that all interest in any private crossing at this location be voided.

Also, when discussing any conditions regarding payment of RIF fees for this or other projects, it is important to state that they will pay fees that exist at the time of issuance of the building permit. In this case, the Area C fee is proposed to go from \$7400 to \$11,500 later this year. By the time they take out permits, it may be significantly more. There is no need to get into specifics of cash at this time only the proportional share of their traffic. The developer can alleviate some of the fee increase by entering into a reimbursement agreement for constructing RIF program improvements at which time we would set a specific amount of the RIF fee attributable to their project before permits are issued. This benefits the County by having the projects built in current dollars and not having to raise the fee to adjust for inflation as well as benefiting the developer in being able to set these mitigation costs early in their development.

I'd be happy to meet with you and the developer's team regarding this issue. You can reach me at x4463.

Attachment – Memo to File, Kelly Gearhart

File: Templeton Mixed Used Development Plan

c: Richard Marshall, Development Services Engineer
Ryan Chapman, Transportation Engineer
James Kilmer, Caltrans
Bob Lata, City of Paso Robles
Steve Orosz, Orosz Group
Carol Florence, Oasis Development

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SAN LUIS OBISPO COUNTY DEPARTMENT OF PUBLIC WORKS

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November 2, 2005

MEMORANDUM

TO: Project File

FROM: Dave Flynn, Roads Manager *DF*

SUBJECT: Traffic Analysis on Templeton Mixed Use

Attended meeting on October 27, 2005, requested by applicant's agent, Carol Florence, regarding the traffic analysis of the subject project. In attendance were the following.

Richard Murphy	SLOCOG
Darren Brown	SLOCOG
Dan Dawson	ATE
Scott Stokes	ATE
John Falkenstein	City of Paso Robles
Susan DeCarli	City of Paso Robles
James Kilmer	Caltrans
Roger Barnes	Caltrans
Dave Flynn	County of San Luis Obispo
Josh LeBombard	County of San Luis Obispo
Carol Florence	Oasis
Brad Brechwald	Wallace Group

The meeting began at 2:45 pm at the Westpac conference room on October 27, 2005 with introductions. Carol Florence described the project status involving comment on the MND. They are revisiting traffic impacts based on comments. As the traffic involves multi-jurisdictional interests, she was seeking to get a common understanding of the traffic impacts from the various agencies and to be on the same page to assess the project's impact of traffic demand and required mitigation. States that they have switched traffic engineers to Dan Dawson of ATE.

ATE is looking at traffic demand at both interchanges of 46W and Main Street. Their office is already familiar with the 46W location after completing the project study report and working on current environmental document. They will assess peak hours during weekday pm, Fridays and Saturday. The City and Caltrans have already developed a location specific methodology for determining LOS at this location and capacity

enhancements/limits. The draft MND did not review this material. They will develop a baseline condition for project analysis that looks at all approved development in this area to spring of 2005. Will determine capacity of 46W I/C with interim improvements being done by the city. Will be done under Caltrans approval via encroachment permit. This includes the signalization of the Ramada Drive intersection. City will need to distribute plans for approval as County has seen nothing yet for permit for these improvements.

In the analysis, will need to have horizon year plus project to 2030. Will utilize the 46W I/C environmental document traffic volumes which will be confirmed with the Omni-Means number for this corridor. This is needed from the previous agreement between the County, City, and SLOCOG to look at proportional share of the traffic loads in this corridor and specifically at 46W and Main Street interchanges. That both agencies use Omni-Means for models and need to develop consistent breakdown of traffic flow for future agreements like was done under 2002 SLOCOG study. Darren Brown wanted to see future agreement come from this work.

Discussed the criteria for mixed use trip reduction. Will need to see more substantiation of the number used. Previous number seemed generous and did not have an explanation. The applicant is now looking at revising the mix of development with less residential. Understand that mixed-use generation was not well explained and needs to be revised with more documentation of table.

At Main Street interchange, will use the March 2005 counts done for the project and add in the already approved projects in the area to establish baseline of existing plus project.

Applicant does not plan to construct in phases as there appears to be no benefit unless uncover some sensitivity to the site. Discussed need to have the report look at the five alternatives for Main Street in the traffic analysis which had gotten last year in working with Larry Rohloff. County will then get PSR completed with analysis and begin environmental document. County seeks to reserve the right of way and get Caltrans approval for applicant or County to construct acceptable interchange reconfiguration. The most cost effective being the relocation of the northbound ramp to a realigned frontage road. Applicant says that Caltrans standard ramp layout would take 1/3 of parcel. Says had worked under Larry Rohloff's layout. Clarified that those are only conceptual and that it was incumbent of applicant to produce the design to standards of Caltrans. That this requirement for ramp layout was stated in Richard Marhsall's comments.

Applicant inquired to alternatives to ramp relocation, with Caltrans stating they have preference for keeping standard diamond interchange layout. Discussed Frontage Road realignment but would need to have applicant pursue acquisition via adjacent property owner under good faith effort. Have just done similar process with developer on Peterson Ranch Road for realigning Bennet Way as frontage Road. Will need to evaluate these alternatives to find out what is feasible and what can mitigate traffic.

Discussed LOS criteria for analysis with all agencies having slightly different measures. The City has LOS D, County at LOS C, and Caltrans at LOS C/D cut-off. Will need to address in revised report. For County, PSR process will need to define the mitigation needed for project. For City, no more capacity can be done at 46W, so study will need to show what else can be done to provide capacity. Caltrans suggesting decal lanes on Route 101 which could be run back to the accel lane of spring to create aux lanes and capacity. Look at this in conjunction with signal ops/signage improvements being worked on between city/Caltrans. The distribution of traffic from the project will also need to be tested based on field observations and layout of future Main Street I/C.

For the Main Street I/C reconfiguration, the County sees that any revision requires a chunk of land to realign elements of the I/C. County seeks to get needed property with development occurring in area so as not to preclude the solution to the interchange as is the case at 46W. County would not dismiss the ramp relocation although Caltrans assigns risk to this alternative as not meeting standards. Either this applicant will be affected with I/C fix and land acquisition or the property to the south will. If they can work out terms to realign the frontage road starting at north end of applicant property and through the parcel to south, that would be suitable solution but need to complete PSR to confirm. Would need new Ramada Drive/Main Street intersection to be at least 650 feet east of the ramp intersection. If the Board needs to resolve a final layout, they would be hard pressed to acquire property to south for benefit of applicant. PSR on hold pending these traffic studies and will itemize design exceptions for processing the alternatives. Applicant needs to find out results of PSR in order to proceed with solution.

County also expressed need to have less than three access points as want to have access control to minimize conflict points on Ramada Drive. These had been previous comments. Caltrans has definition issues about offsets of intersection to ramp junction that would need to be addressed in design exception.

Carol summarized meeting Paso Robles relies on ATE to develop work consistent with 46W findings. SLOCOG will be watching process of work between developers/County and Caltrans approval process and seek proportional share analysis. Josh will look for new land use plan alternatives. Caltrans will work with the PSR numbers to assess fixes and project impact. Needs to establish viable path for project mitigation but could approve the project if PSR signed off and mechanism for completing the mitigation work exist.

c: Carol Florence, Oasis Associates
Josh LeBombard, Planning & Building
Richard Marshall, Development Services Engineer
John Falkenstein, City of Paso Robles
James Kilmer, Caltrans

File: Transportation Planning - Templeton

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ASSOCIATED TRANSPORTATION ENGINEERS

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 • (805) 687-4418 • FAX (805) 682-8509

Richard L. Pool, P.E.
Scott A. Schell, AICP

July 25, 2006

05146L01.WP

Jessica Laughlin
Oasis Landscape Architecture and Planning
3427 Miguelito Court
San Luis Obispo, CA 993401

INITIAL STUDY TRAFFIC INFORMATION: TEMPLETON MIXED USE PROJECT, TEMPLETON AREA OF SAN LUIS OBISPO COUNTY

Associated Transportation Engineers (ATE) has prepared the following traffic information for the Templeton Mixed Use Project. It is understood that the traffic information will be used by Oasis Landscape Architecture and Planning and/or the County to prepare the Initial Study for the project.

Project Description

The Templeton Mixed Use Project is located on a 40-acre property lying easterly of Highway 101 and northerly of Main Street in the Templeton area of the County of San Luis Obispo. Access is provided via Ramada Drive, the frontage road along the east side of Highway 101. The project includes 202,424 square feet of mini-warehouse, retail and office space; and 118 residential units.

Trip Generation

Trip generation estimates were calculated for the proposed project using the rates contained in the Institute of Transportation Engineers (ITE) Trip Generation manual.¹ The ITE rates for mini-warehouse, shopping center, office, single family residential, condominiums, and apartments were used for the analysis. Table 1 summarizes the traffic that would be generated by the proposed development. A worksheet showing the detailed trip generation calculations is attached for reference.

Table 1
Templeton Mixed Use Project Trip Generation Estimates

Land Use	Size	Trip Generation		
		ADT	A.M. Peak Hour	P.M. Peak Hour
Mini-Warehouse	72,600 SF	182	11	19
Retail	124,802 SF	7,843	178	725
Office	5,022 SF	114	15	17
Single Family Residential	55 DU	526	41	56
Condominiums	33 DU	193	15	17
Live/Work Apartments	30 DU	202	15	19
Total		9,060	275	853
External Trips		8,190	248	771

The data presented in Table 1 show that the project would generate 9,060 ADT, with 275 trips in the A.M. peak hour and 853 trips in the P.M. peak hour. There will be some internal trips since the project includes a mix of uses. ATE used the ITE recommended model to determine the number of internal/external trips. The mixed use model shows that about 10% of the project trips will be captured internally. The trips that would be external to the site, and new to the adjacent street system, total 8,190 ADT, with 248 trips in the A.M. peak hour and 771 trips in the P.M. peak hour (see Table 1).

Potential Impacts

Project traffic additions to the intersections in the vicinity of the site would be potentially significant based on County thresholds. A detailed traffic impact analysis will be prepared to determine the level of significance. The County intersections that require further study include those along Ramada Drive and Main Street.

¹ Trip Generation, Institute of Transportation Engineers, 7th Edition, 2003.

The following intersections will be included in the traffic impact analysis:

- Main Street/Ramada Drive
- Main Street/Highway 101 NB
- Main Street/Highway 101 SB
- Main Street/Theatre Drive

The intersections comprising the Highway 101/Main Street interchange currently operate at LOS A-B during the P.M. peak hour period. The Existing + Approved Projects scenario is the baseline for determining project impacts. Most of the approved projects are located within the City of Paso Robles on Theatre Drive, with a few in the City area on Ramada. The City has approved a number of projects that are awaiting the near-term intersection improvements that are being constructed at the Highway 101/SR 46W interchange. Those projects will generate about 600 P.M. peak hour trips. About 25% of those trips will use the Highway 101/Main Street interchange for travel to/from Templeton and to/from the south on Highway 101. The Highway 101/Main Street intersections are forecast to operate at LOS A-C under the Existing + Approved Projects scenario.

Existing + Approved + Project traffic is forecast to degrade operations to LOS F at three of the four intersections at the Highway 101/Main Street interchange. Most of the project traffic would use the interchange and thus the impact would be significant. A minor amount of project traffic would travel to/from the north on Ramada Drive and not affect the interchange.

Other Issues

The traffic study will also address the following:

Site Access. Provide analyses of the proposed access points on Ramada Drive.

Cumulative Analysis. Provide analyses of the study-area transportation facilities under cumulative conditions (with future projects).

Highway 101/Main Street Project Study Report. The County is preparing a Project Study Report (PSR) for the Highway 101/Main Street interchange. Mitigations for the project traffic will be consistent with the improvements being considered for the interchange.

Highway 101/SR 46W. Provide analyses of potential impacts at Highway 101/SR 46W interchange located to the north, since the project would add a minor amount of traffic to this location.

Associated Transportation Engineers
 Trip Generation Worksheet - With In/Out Splits

TEMPLETON MIXED USE PROJECT

Land Use	Size	ADT		A.M.				P.M.							
		Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
Mini Warehouse	72,600	2.50	182	0.150	11	80%	7	40%	4	0.26	19	50%	10	50%	8
Retail	124,802	62.84	7,843	1.430	178	61%	109	39%	69	5.81	725	48%	348	52%	377
Office	5,022	22.88	114	2.970	15	86%	13	12%	2	3.40	17	17%	3	83%	14
SFR	55	9.57	526	0.750	41	25%	10	75%	31	1.01	56	63%	35	37%	21
Condos	33	5.86	193	0.440	15	16%	2	84%	13	0.52	17	67%	11	33%	6
Live/Work Apts	30	6.72	202	0.510	15	20%	3	80%	12	0.62	19	65%	12	35%	7
Project Total:			9,060		275		144		131		853		419		434

Wastewater

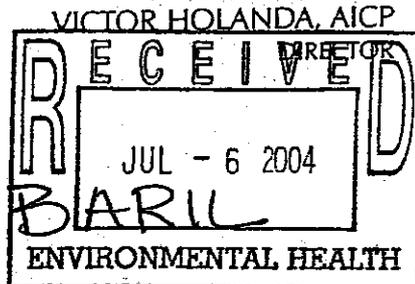


SAN LUIS OBISPO COUNTY
DEPARTMENT OF PLANNING AND BUILDING

16

JXL TRACT 2659

THIS IS A NEW PROJECT REFERRAL



DATE: 7/7/04

TO: E.H.

FROM: North Co. Team
(Please direct response to the above)

SUB
DRE 2004-00001
Project Name and Number

Development Review Section (Phone: 781-788-2009)

PROJECT DESCRIPTION: Land Div./use (TR. MAP w/ CUP) located in Templeton. Directly off Ramada Dr. & Hwy. 101. (East) TR 2659 114 lots & CUP.



JUL 22 2004

Return this letter with your comments attached no later than: SLO CO PLANNING & BLDG.

PART I IS THE ATTACHED INFORMATION ADEQUATE FOR YOU TO DO YOUR REVIEW?
 YES (Please go on to Part II)
 NO (Call me ASAP to discuss what else you need. We have only 30 days in which we must accept the project as complete or request additional information.)

PART II ARE THERE SIGNIFICANT CONCERNS, PROBLEMS OR IMPACTS IN YOUR AREA OF REVIEW?
 NO (Please go on to Part III)
 YES (Please describe impacts, along with recommended mitigation measures to reduce the impacts to less-than-significant levels, and attach to this letter.)

PART III INDICATE YOUR RECOMMENDATION FOR FINAL ACTION. Please attach any conditions of approval you recommend to be incorporated into the project's approval, or state reasons for recommending denial. IF YOU HAVE "NO COMMENT," PLEASE INDICATE OR CALL.

Provide applicant with stock conditions for community water & sewer. Applicant will need to provide a will serve letter from Templeton community services district to this office for preliminary approval.

7/13/04
Date

Laurie Sals
Name

781-5557
Phone

Water

16



SAN LUIS OBISPO COUNTY DEPARTMENT OF PLANNING AND BUILDING

JXL

VICTOR HOLANDA, AICP DIRECTOR

THIS IS A NEW PROJECT REFERRAL

DATE: 7/7/04 TO: Templeton CSD FROM: North Co. Team (Please direct response to the above) BARIL SUB DRE 2004-00001 Project Name and Number

Development Review Section (Phone: 781-788-2009)

PROJECT DESCRIPTION: Land Div./use (TR. MAP W/ CUP) Located in Templeton. Directly off Ramada Dr. off Hwy 101 (East) TR 2659 111 lots & CUP.

Return this letter with your comments attached no later than:

PART I IS THE ATTACHED INFORMATION ADEQUATE FOR YOU TO DO YOUR REVIEW? YES (Please go on to Part II) NO (Call me ASAP to discuss what else you need. We have only 30 days in which we must accept the project as complete or request additional information.)

PART II ARE THERE SIGNIFICANT CONCERNS, PROBLEMS OR IMPACTS IN YOUR AREA OF REVIEW? NO (Please go on to Part III) YES (Please describe impacts, along with recommended mitigation measures to reduce the impacts to less-than-significant levels, and attach to this letter.)

PART III INDICATE YOUR RECOMMENDATION FOR FINAL ACTION. Please attach any conditions of approval you recommend to be incorporated into the project's approval, or state reasons for recommending denial. IF YOU HAVE "NO COMMENT," PLEASE INDICATE OR CALL.

Please see attached letter from TCSD.

7/19/04 Date, Jamie G. [Signature] Name, Admin. Supervisor, 434-4900 Phone

782-2413

TEMPLETON COMMUNITY SERVICES DISTRICT

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Jay Short, Utilities Supervisor
Greg O'Sullivan, Fire Chief

P.O. Box 780 • 420 Crocker Street • Templeton, California 93465 • FAX (805) 434-4820 • (805) 434-4900

August 16, 2004

Mr. Kelly Gearhart
Gearhart Development Corp.
6205 Alcantara Avenue
Atascadero, CA 93422

RE: CONDITIONAL WILL SERVE COMMITMENT
WATER, SEWER, PARK FACILITIES & FIRE FACILITIES FEES DUE
PRIOR TO A COUNTY PERMIT BEING ISSUED

Verification of Riparian Water Service
APN# 040-211-009, Templeton, CA

Dear Mr. Gearhart,

This letter is to advise you that with respect to the above-referenced property, the District will provide water service consistent with the attached Agency Agreement for Riparian Lands, dated July 8, 1996. There are 170 riparian water units available to the property. Connection fees will be due prior to the issuance of a County building permit from the County of San Luis Obispo.

This will serve commitment is subject to the provisions of District Ordinance No. 93-07, as it may be amended from time to time, and other District ordinances, rules and regulations concerning water service, as such may be amended from time to time.

This will serve commitment obligates the District to provide water service to the above premises to the extent that water service applications for such premises propose no more units of use than are stated above. The will serve commitment is not transferable to any other property. Requests for refunds are subject to the provisions of Ordinance No. 93-07, as such may be amended from time to time.

At the time that you apply for actual water service from the District, you will be subject to District ordinances, rules, and regulations governing such applications and connections to the District's system. Water service will be available for the above-described property upon the installation of water lines and connection to the District's system.

Please note that the Water, Sewer, Fire Facilities User Charges, Park Facilities Fees and Drainage Fees have not been paid and will be due prior to the issuance of a San Luis Obispo County building permit.

The District currently has sewer capacity available to serve the property. Service is provided on a first-come, first-served basis. The provision of sewer service to the property will depend on whether capacity is available at the time that you apply for service or a commitment of service. You would be responsible for all necessary water and sewer infrastructure, equipment, and line extensions to the property.

If you should have questions or comments regarding the above, please do not hesitate to contact me at my office at (805) 434-4900.

Sincerely,



William G. Van Orden, General Manager

WGV:lai

TEMPLETON COMMUNITY SERVICES DISTRICT

BOARD OF DIRECTORS
David Brooks, President
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Clifford S. Beere, Director
Robert Bergman, Director
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STAFF
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Jay Short, Utilities Supervisor
Greg O'Sullivan, Fire Chief

P.O. Box 780 • 420 Crocker Street • Templeton, California 95465 • FAX (805) 434-4820 • (805) 434-4900

ORDINANCE NO. 2003-3

AN ORDINANCE OF THE BOARD OF DIRECTORS OF THE TEMPLETON COMMUNITY SERVICES DISTRICT CONCERNING THE DEFINITION OF A UNIT OF USE AND THE METHOD FOR CALCULATING HOOK-UP FEES FOR COMMERCIAL, INDUSTRIAL AND OTHER SIMILARLY SITUATED DISTRICT CUSTOMERS

BE IT ORDAINED by the Board of Directors of the Templeton Community Services District as follows:

SECTION ONE: Purpose.

The purpose of this Ordinance is to re-define a unit of use in order to best allocate the District's limited water resources for the benefit of the District's existing and future customers.

This Ordinance also updates the District's method of calculating sewer and water hook-up fees for its commercial, industrial and other similarly situated customers.

SECTION TWO: Unit of Use.

Subsection (s) of Section 3 of Ordinance No. 93-7, concerning the definition of a unit of use, is hereby amended to read as follows:

s. Unit of Use: A unit of use is equivalent to 575 gallons of water per day ("gpd").

Subsection (a) of Section 7 of Ordinance No. 4-86, concerning the definition of a unit of use, is hereby amended to read as follows:

(a) One "Unit of use" is equivalent to 575 gallons of water per day ("gpd") which is the average amount of water used on a daily basis in one apartment, one single family residence, one condominium unit and one mobilehome unit.

SECTION THREE: Determination of Sewer and Water Hook-Up Fees.

for Commercial, Industrial and Other Similarly Situated District Customers.

Subsection (b) of Section 7 of Ordinance No. 4-86 is hereby amended to read as follows:

- (b) To determine the equivalent number of units of use for District commercial, industrial and other similarly situated customers, for purposes of calculating the amount of hook-up fees for such customers, the District shall use the applicable water use rates for such customers set forth in the Metcalf & Eddy, Inc., Wastewater Engineering Treatment, Disposal and Reuse. Third Edition.

SECTION FOUR: INCONSISTENT PROVISIONS.

To the extent that the provisions of this Ordinance may be inconsistent or in conflict with the terms and conditions of any prior District ordinances, resolutions, rules or regulations governing the same subject, the provisions of this Ordinance shall prevail with respect to the subject matter thereof, and such inconsistent or conflicting terms or conditions of prior ordinances, resolutions, rules or regulations are hereby repealed.

SECTION FIVE: SEVERABILITY.

If any provision of this Ordinance or the application thereof to any person or circumstance is held to be invalid, no other provision of this Ordinance shall be affected thereby.

SECTION SIX: EFFECTIVE DATE.

This Ordinance shall take effect thirty (30) days after its adoption.

SECTION SEVEN: POSTING.

The District General Manager is directed to post a copy of this Ordinance in three public places in the District within ten days after adoption of the Ordinance.

PASSED AND ADOPTED by the Board of Directors of the Templeton Community Services District on this 4th day of February, 2003, by the following vote:

- AYES: Directors Bergman, Beere, Gannon, Dietch and President Brooks
- NOES: None
- ABSENT: None

ABSTAIN: None

TEMPLETON COMMUNITY SERVICES DISTRICT

By: David Brooks
David Brooks, President
TCSD Board of Directors

ATTEST:

By: Laurie A. Lon
Secretary, Board of Directors

I look forward to hearing from you.

Sincerely,

A handwritten signature in black ink, appearing to read 'W. Van Orden', with a large, stylized flourish above the name.

William G. Van Orden, General Manager

WGV:lai

TEMPLETON COMMUNITY SERVICES DISTRICT

BOARD OF DIRECTORS
John T. Gannon, President
Robert Bergman, Vice-President
David Brooks, Director
Judy Dietch, Director
Kevin Hunt, Director



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William Van Orden, General Manager
Laurie A. Ion, Administrative &
Recreation Supervisor
Jay Short, Utilities Supervisor
Greg O'Sullivan, Fire Chief

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March 27, 2006

C.N. Florence
Oasis Associates, Inc.
3427 Miguelito Court
San Luis Obispo, CA 93401

Re: Templeton Mixed-Use Project - Estimated Water Use

Dear Ms. Florence,

This is to acknowledge receipt of and comment on the above-referenced project's estimated water use.

I have reviewed your flow calculations and proposed project components and have determined that based on the residential and commercial structures indicated that it appears sufficient water units will be available to serve those needs. However, I have not heard from you with respect to how you intend to irrigate the proposed landscaping. This aspect of the project could greatly impact the bottom-line water availability. Not knowing your landscape requirements or how you intend to provide for such makes it difficult, if not impossible, for me to provide an unconditional will serve for the project. Please be advised that the riparian water rights agreement precludes your client from drilling an irrigation well.

I would suggest that you focus on and provide me with the projects irrigation water requirement, so that I will be in a position to make the determination as to whether or not the total proposed project is within your current water entitlement.



O A S I S
LANDSCAPE
ARCHITECTURE
AND PLANNING

20 March 2006

Mr. William G. Van Orden, General Manger
TEMPLETON COMMUNITY SERVICES DISTRICT
420 Crocker Street
Templeton, California 93465

RE: TEMPLETON MIXED USE PROJECT, Ramada Drive, Templeton California

Dear Bill,

In response to our letter November 1, 2005, we have prepared the attached estimated water use table for your review based on the revised site plans. The calculations are based on the specific type of use and the typical flow rate for that use based on the typical wastewater flowrates (i.e., interior water use rates) adapted from Metcalf & Eddy (1991), Salvato (1992), and Crites and Tchobanoglous (1998), which is referenced in the District's latest water use ordinance. Consistent with the District's water use ordinance, water demand for all residential units are based on 575 gpd/unit.

While we do not know the final tenant mix for the project, we have analyzed what we believe to be a worst-case scenario. Please note that we calculated water use based upon two circumstances: the number of employees and/or customers and the number of proposed parking spaces. Interestingly, the total projected water use under the employee/customer/residential scenario is 89,559 gallons per day (gpd) and 69,561 gpd based upon calculating the commercial component's water use/parking space. Both figures are below the project's entitlement of 97,750 gpd. This margin will provide us maximum flexibility when determining a tenant mix and related tenant improvements within the mixed-use and other stand alone commercial buildings.

We would appreciate your time and consideration of the attached table. For your information, we are revisiting some of the environmental issues identified in the proposed mitigated negative declaration (MND). We anticipate that the County will be reissuing and re-circulating the MND to provide for additional public comment. Additionally, the County is requesting supplementary information from the District to support the projects water source. The District's response regarding water use and source will be of importance to both the County and the public as we pursue the project's entitlements. Thank you for your earliest response. Please do not hesitate to contact me should you have any questions regarding the table. We look forward to your positive response.

Respectfully,
OASIS ASSOCIATES, INC.

C.M. Florence, AICP Agent
TEMPLETON MIXED USE PARTNERS

Attachment

c: H. Marshall, Templeton Mixed Use Partners, LP
04-0078

805-541-4509
FAX 805-546-0525
3427 MIGUELITO CT
SAN LUIS OBISPO
CALIFORNIA 93401



O A S I S
L A N D S C A P E
A R C H I T E C T U R E
A N D P L A N N I N G

20 April 2006

Mr. William G. Van Orden, General Manger
TEMPLETON COMMUNITY SERVICES DISTRICT
420 Crocker Street
Templeton, California 93465

RE: TEMPLETON MIXED USE PROJECT, Ramada Drive, Templeton California

Dear Bill,

In response to your letter of March 27, 2006, we have prepared the attached, revised estimated water use table for your review based upon the revised site plans and including water use figures for landscape irrigation purposes. The irrigation water use figures were calculated by our in-house irrigation designer who has well over twenty years of experience designing supplemental irrigation systems for a wide variety and scale of projects. The calculations assumed the following:

- Residential water demand – 575 gpd/household includes irrigation water use.
- Use of drought tolerant plant species, including turf grass.
- Predominate use of drip-type irrigation and low-flow turf heads.
- Projected water use is based upon square feet of planting area and evapo-transpiration rate
- Daily water use is based upon a ratio of 189.2 gallons per 10,000 S.F.

Based upon the addition of irrigation water demand to the residential and commercial building water demand, it appears that the project's water entitlement will be sufficient for the revised project (170 units @ 575 gallons/unit or 97,750 gallons/day (gpd) less the projected water demand of 97,372 gpd = 378 gpd total remaining water allocation). We would appreciate your time and consideration of the revised table. As we are poised to submit the balance of information to the Planning Department staff, we would greatly appreciate your earliest response. Please do not hesitate to contact me should you have any questions regarding the table. We look forward to your positive response.

Respectfully,
OASIS ASSOCIATES, INC.

C.M. Florence, AICP Agent
TEMPLETON MIXED USE PARTNERS

Attachment

c: H. Marshall, Templeton Mixed Use Partners, LP
04-0078

\\Oasis_server\oasis_data\Templeton Mixed Use\Correspondence\respTCSDwirrig(4-20-06).doc

805-541-4509
FAX 805-546-0525
3427 MIGUELITO CT
SAN LUIS OBISPO
CALIFORNIA 93401

RLA 2248 - CLAIRS #017

Water Calculations Alt. A1, C1, B1, & B2
April 17, 2006

Project Component	Site Area (sq. ft.)	Number of Employees/Customers	Number of Standings	Number of Units	Parking Spaces Available	Typical Flowrate (gpd/unit/emp)	Overflow	
Commercial								
Mini Warehouse-Storage								
Mini Warehouse-Office	71,200	2 employees 75 customers/day	4	788	0	4 gpd/user of public lavatory (or) 3 gpd/parking space 13 gpd/employee (or) 3 gpd/parking space 10 gpd/employee	300 gpd 0 gpd	
A-Retail	1,400	3 employees	1	1	5	3 gpd/parking space 10 gpd/employee	39 gpd	
B-Retail	7,800	16 employees	1	1	39	3 gpd/parking space 10 gpd/employee	160 gpd	
C-Retail	12,400	25 employees	1	1	62	3 gpd/parking space 10 gpd/employee	250 gpd	
D-Retail	10,700	21 employees	1	1	54	3 gpd/parking space 10 gpd/employee	210 gpd	
E-Restaurant	8,900	18 employees	1	1	45	3 gpd/parking space 10 gpd/employee	180 gpd	
F-Retail	7,100	36 employees 1000 customers/day	1	1	59	3 gpd/parking space 10 gpd/employee	162 gpd	
G-Retail	6,000	12 employees	1	1	41	3 gpd/parking space 10 gpd/employee	135 gpd	
H-Retail	25,000	50 employees	1	1	30	3 gpd/parking space 10 gpd/employee	177 gpd	
J-Drive thru - Bank/Pharmacy	8,200	16 employees	1	1	41	3 gpd/parking space 10 gpd/employee	90 gpd	
Live/Work- Office/Retail	4,100	8 employees 1000 customers/day	1	1	17	3 gpd/parking space 10 gpd/employee	375 gpd	
Retail	10,044	20 employees	8	30	23	3 gpd/parking space 10 gpd/employee	160 gpd	
Residential	29,580	59 employees	3	18	120	10 gpd/employee	4,000 gpd	
Single-Family	87,708		55	55	166	2 gpd/parking space (or) 2 gpd/parking space	200 gpd	
Multi-Family						10 gpd/employee	590 gpd	
Live/Work-Residential	52,382		11	33	102	2 gpd/parking space (or) 2 gpd/parking space	240 gpd	
Irrigation	54,794		8	30	83	575 gpd	18,975 gpd	
Landscaped Area	412,998					575 gpd	17,250 gpd	
Total Projected Water Use (gpd/day)							7,813 gpd	7,813 gpd
Total Water Use Based on Employees/Customers & Irrigation Requirements							<97,372 gpd>	<97,372 gpd>

NOTES:

- Individual storage units (not calculated in total)
- Already calculated in Live/Work section
- Calculation does not include garages
- Project entitlement equals 170 units @ 575 gallons/unit or 97,750 gallons/day
- Assumes one (1) employee/500 SF of building
- Assumes one (1) employee/200 SF of building
- Based upon experience with other similar uses in client's development portfolio
- Source: Adapted from Metcalf & Eddy (1991) Salvato (1992), and Crites and Tchobanoglous (1998). [Used typical flow rate for Restaurant, Residential, Apartment, and Office and a maximum flow rate for Shopping Center calculations]
- All drip except turf.



TEMPLETON COMMUNITY SERVICES DISTRICT

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July 18, 2006

Ms. Jessica Laughlin
Oasis Associates, Inc.
3427 McGill Ct.
San Luis Obispo, CA 93401

RE: TEMPLETON MIXED-USE PROJECT

Dear Jessica,

This is in response to your request of July 17, 2006, requesting a formal letter regarding the District's review of your water calculations, as proposed by Carol Florence in her letter dated April 20, 2006.

As I advised you previously, based upon the calculations, both the District Engineer and I share the opinion that there should be sufficient water resources available for the project in order to accommodate the proposed development in its present format.

As I indicated previously, the emphasis here is on "present" format. If there are changes in the project, or increased demands for water, my opinion may change. I will continue to monitor and review the project as it moves through the planning process to ensure that the available water remains as indicated and outlined in the letter dated April 20, 2006.

Enclosed are two letters of opinion. The first letter is from Mr. Steven G. Tanaka, the District's Engineer, indicating that he has reviewed the water calculations. It is his belief that the calculations are adequate on an average annual basis for the proposed development. The second letter is a similar review prepared by R. Thompson Consulting, Inc. They also concluded, that based on the estimated

water use of 97,634 gallons per day, there should be sufficient water for the project.

The background reports for the specific number of units were prepared by Mr. Paul Sorensen of Fugro West, Inc. Mr. Sorensen is the District's Hydrogeologist and can be contacted at (805) 542-0797, ext. 15. I feel confident that Mr. Sorensen will be able to provide you with the background information that you require, with respect to how the unit determinations were calculated, and the steps taken in order to ensure that adequate water resources are available for the property.

I hope this letter sufficiently addresses your e-mail request dated July 17, 2006. If you have any additional questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "William G. Van Orden". The signature is fluid and cursive, with a large initial "W" and "V".

William G. Van Orden

General Manager, Templeton Community Services District

vm:WGV

Enclosures



R THOMPSON CONSULTING, INC.
CIVIL ENGINEERING / PLANNING / PROJECT MANAGEMENT
RUSSELL S. THOMPSON, PE
PRINCIPAL
ENGINEER

June 20, 2006

Mr. William Van Orden, General Manager
Templeton Community Services District
PO Box 780
Templeton, CA 93465

RE: Review of Water Use Calculations for Templeton Mixed-Use Project (Second Review), Ramada Drive, Templeton, CA

Dear Bill:

Pursuant to your request I have reviewed the revised Water Use Calculations prepared by Carol Florence of Oasis Landscape Architecture and Planning, dated April 20, 2006. As before there were no specific site plans provided for the project, and the project description was limited to the information in the water use table attached to the letter.

The revised table more clearly specifies the type of end users of the project and consequently has improved the focus of the water usage estimates. They have included landscape irrigation flow estimates, missing from the initial submittal.

These are my specific comments regarding the revised *Water Use Calculations* table:

1. "Commercial" category: The 8 gpd/customer is below the M&E estimate of 10.4 gpd/customer. *I have further reviewed other restaurant water uses and recommend the 8 gpd is acceptable for this project.*
2. "Self-Stor.-Manager's Office": The "manager's quarters square footage has been revised to 1400 sf. *Revision Acceptable.*
3. "Self Storage – Offices": The table was revised to a single unit and 3 employees. The flow estimate is appropriate. *Revision Acceptable.*
4. "Residential": The estimate is based on 575 gallons per day which includes irrigation. *Revision Acceptable.*
5. "Live/Work – Retail" The table lists 30 units, but only 20 employees. *I would recommend the use of 15.4 gpd per employee for a minimum of 30 employees, for a total of 462 gallons per day.*



Based on the above I would estimate the water uses listed to be 97,634 gallons per day. This flow rate estimate is consistent with the project's current entitlement of 97,750 gallons per day. The applicant has addressed and included irrigation water demand for the project.

I appreciate the opportunity to assist you in evaluating this project, if you have any questions or further concern please contact me at this office.

Sincerely,
R THOMPSON CONSULTING, INC.

A handwritten signature in black ink, appearing to read 'Russell S. Thompson', written over the typed name and company name.

Russell S Thompson, PE
President





O A S I S
LANDSCAPE
ARCHITECTURE
AND PLANNING

Received
4/21/06

Request
Letter

20 April 2006

Mr. William G. Van Orden, General Manger
TEMPLETON COMMUNITY SERVICES DISTRICT
420 Crocker Street
Templeton, California 93465

RE: TEMPLETON MIXED USE PROJECT, Ramada Drive, Templeton California

Dear Bill,

In response to your letter of March 27, 2006, we have prepared the attached, revised estimated water use table for your review based upon the revised site plans and including water use figures for landscape irrigation purposes. The irrigation water use figures were calculated by our in-house irrigation designer who has well over twenty years of experience designing supplemental irrigation systems for a wide variety and scale of projects. The calculations assumed the following:

- Residential water demand – 575 gpd/household includes irrigation water use.
- Use of drought tolerant plant species, including turf grass.
- Predominate use of drip-type irrigation and low-flow turf heads.
- Projected water use is based upon square feet of planting area and evapo-transpiration rate
- Daily water use is based upon a ratio of 189.2 gallons per 10,000 S.F.

Based upon the addition of irrigation water demand to the residential and commercial building water demand, it appears that the project's water entitlement will be sufficient for the revised project (170 units @ 575 gallons/unit or 97,750 gallons/day (gpd) less the projected water demand of 97,372 gpd = 378 gpd total remaining water allocation). We would appreciate your time and consideration of the revised table. As we are poised to submit the balance of information to the Planning Department staff, we would greatly appreciate your earliest response. Please do not hesitate to contact me should you have any questions regarding the table. We look forward to your positive response.

Respectfully,
OASIS ASSOCIATES, INC.

C.M. Florance, AICP Agent
TEMPLETON MIXED USE PARTNERS

Attachment

c: H. Marshall, Templeton Mixed Use Partners, LP
04-0078

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805-541-4509
FAX 805-546-0525
3427 MIGUELITO CT
SAN LUIS OBISPO
CALIFORNIA 93401

Land Use



SAN LUIS OBISPO COUNTY

DEPARTMENT OF PLANNING AND BUILDING

VICTOR HOLANDA, AICP
DIRECTOR

September 30, 2005

Architectural Review Committee
Templeton Area Advisory Group

SUBJECT: Westpac Conditional Use Permit / Tentative Tract Map

Dear Committee members:

Chuck Stevenson asked me to respond to the questions that were raised by the Templeton Area Advisory Group (TAAG) Architectural Review Committee (ARC) in their letter dated September 28, 2005.

Section 22.30.490 of the County of San Luis Obispo Land Use Ordinance (LUO) describes limitations of residential use in the Office and Professional Land Use Category.

22.30.490 - Residential Uses in Office or Commercial Retail Land Use Category

Limitation on use. Except where prohibited by planning area standards (Article 9), new single-family or multi-family dwellings are allowed in an Office and Professional or Commercial Retail category, provided that they comply with the following requirements.

- 1. The units shall be subordinate to the primary commercial or office use of the site, located on either the second floor and/or rear of the site, and structurally attached to the main building. The first floor or front part of the building shall be used for the principal office or retail uses.*

However, a waiver to the LUO standards may be requested per LUO section 22.30.020 (see below). Westpac Investments has requested a waiver of the requirement regarding the location of the residential buildings and the requirement that the first floor or front part of the building shall be used for the principal office or retail uses for this project.

22.30.020 - Applicability of Standards for Special Uses

D. Exceptions to special use standards. *The standards of this Chapter may be waived or modified through Conditional Use Permit approval, except where otherwise provided by this Chapter and except for standards relating to residential density or limitations on the duration of a use (unless specific provisions of this Chapter allow their modification). Waiver of modification of standards shall be granted only where the Commission first makes findings that:*

- 1. Set forth the necessity for modification or waiver of standards by identifying the specific conditions of the site and/or vicinity which make standard unnecessary or ineffective;*
- 2. Identify the specific standards of this Chapter being waived or modified;*

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3. *The project, including the proposed modifications to the standards of this Chapter, will satisfy all mandatory findings required for Conditional Use Permit approval by Section 22.62.060.C.4.*

In no case, however, shall any standard of this Chapter be reduced beyond the minimum standards of the other chapters of this Title, except through Variance (Section 22.62.070).

Typical methods of evaluating the subordinate nature of residential use include an evaluation of commercial versus residential land area and square footage of floor area. The term "subordinate" is not defined specifically within the LUO. The term has been historically interpreted as meaning less than 50% of the use on the site.

To determine if this project will meet the "subordinate" standard of the Land Use Ordinance, staff will evaluate it as follows:

- 1) Mixed-use and live/work areas: instead of dividing this area in half and giving one half to the residential area and the other half to the commercial area which would be a wash, staff has determined that these areas will not be counted in either the commercial or residential area calculations.
- 2) Remainder of site: When calculating the square footage of the uses, staff will simply add up the square footage that is designated to the specific uses (e.g. if a mixed-use building includes 2,000 square feet of commercial and 1,500 square feet of residential, then put 2,000 in the commercial category and 1,500 into the residential category).
- 3) Open space/ park areas: These areas will not be counted.
- 4) Parking areas: The parking areas serving the commercial uses will, however, count towards the commercial area since they are areas required for commercial development. Note that we will not count the parking area in the mixed-use area for commercial.

The final determination as to whether the residential component of this particular mixed-use project is subordinate to the commercial component will consider the combined effect of the land and floor areas based on the above factors. We do not have a final calculation for this project at this time because we are waiting on revisions from the applicant. We will get the calculations to you as soon as the revisions are received.

Thank you for your inquiry into these important issues. I hope this letter satisfactorily explains the way we deal with them. Please contact me if you have any further questions.

Sincerely,



Josh LeBombard; Environmental/ Land Use Planner
C: Chuck Stevenson