

4.9 LAND USE/POLICY CONSISTENCY

4.9.1 Setting

a. Regional Land Use. The project site is located in San Luis Obispo County, which has a rural and small-scale community character due to its relatively remote location midway between San Francisco and Los Angeles (County of San Luis Obispo, General Plan, 2011). The site is currently located in unincorporated San Luis Obispo County, approximately 5.7 miles northeast of the Pacific Ocean and outside of the local coastal zone (County of San Luis Obispo, PermitView, 2016). The site is completely surrounded by the City of San Luis Obispo, and is within the City's Sphere of Influence. As described in the County's Land Use and Circulation Elements, the project site is located within the San Luis Obispo Planning Area, Sub Area North (2014). Figure 2-1 in Section 2.0, *Project Description*, shows the regional location of the project.

b. Project Site Setting. Over time, land uses surrounding the property have transitioned from agricultural to a variety of urban uses, including residential areas, shopping centers, and auto dealerships. With these changes, the project site is bordered by urban uses on north, east, and west, and by the SLO City Farm to the south. The project site is generally bounded by Madonna Road to the west, Dalidio Drive to the north, U.S. Highway 101 (U.S. 101) to the east and the San Luis Obispo City Farm to the south. Prefumo Creek is located south of the site. Figure 2-2 in Section 2.0, *Project Description*, shows the site in its local context.

The site is identified by assessor's parcel number (APN) 067-121-022. Under the City's General Plan, the site has a land use designation of San Luis Ranch Specific Plan and is intended for the future adoption of a specific plan. Policy 8.1.4: SP-2 in the Land Use Element provides general requirements and guidance for the future development of a mixed-use project that maintains the agricultural heritage of the San Luis Ranch site.

The project site is currently used for agricultural purposes, primarily as cultivated row crops. The site is important for its historic agricultural use, and is highly visible from U.S. 101. Because of the site's visually sensitive location at a southern gateway to the City, Policy 8.1.4 in the Land Use Element states that the City shall to preserve approximately half of the agriculture and open space on site, both to preserve views and to maintain the City's agricultural heritage. The San Luis Ranch Farm Complex (also known as the Dalidio Farm Complex), which includes a farm house and several outbuildings, is located on the western portion of the property adjacent to Madonna Road. Refer to Section 4.2, *Agricultural Resources*, for a discussion of the project's agricultural setting. Refer to Section 4.5, *Cultural Resources*, for a discussion of the existing structures on the project site.

c. Regulatory Setting. This section summarizes federal, state, and regional, and local land use plans and regulations.

Federal.

Federal Aviation Administration (FAA), Federal Aviation Regulation, Part 77 Objects Affecting Navigable Airspace. The FAA Airport Design Guide, Advisory Circular (AC) 150/5300-13, contains guidance pertaining to land uses within the runway protection zone (RPZ). As part of FAA grant assurances, if an airport sponsor receives federal funds for an airport, it is required



that use of land adjacent to or in the immediate vicinity of the airport be restricted to activities and purposes compatible with normal airport operations.

State.

Government Code Section 63450. State law (Government Code Section 63450) authorizes cities to adopt specific plans for implementation of their general plans in a defined area. All specific plans must comply with Sections 6540-65457 of the Government Code. These provisions require that a specific plan be consistent with the adopted general plan and, in turn that all subsequent subdivisions and development, public works projects and zoning regulations must be consistent with the specific plan. Specific plans are required to include distribution, location and types of uses, development, and improvements to public facilities and infrastructure. Tailored regulations, conditions, programs, standards and guidelines help implement the vision for long-range development of the specific plan area.

Caltrans Airport Land Use Planning Handbook. The purpose of the *California Airport Land Use Planning Handbook* (CALUPH; Caltrans, 2011) is to provide guidance for conducting airport land use compatibility planning as required by Article 3.5, Airport Land Use Commissions, Public Utilities Code Sections 21670-21679.5. The CALUPH also outlines the legal authority (and limitations thereof) possessed by an Airport Land Use Commission (ALUC) when establishing noise and safety corridors around airports that potentially restrict land use development. The CALUPH makes recommendations for an ALUC to establish land use development policies based upon FAA regulations, rather than specifying precise statutes or means of interpreting FAA regulations. Each ALUC has the final authority to establish safety and noise zones, policies and regulations based on the input from the CALUPH, local conditions, and special exceptions.

For the purposes of safety and noise hazards assessment, Public Resources Code Section 21096 and CEQA Guidelines Section 15154 prescribe that the CALUPH is to be used to assist in determining the potential for airport and safety issues, including aspects of the Project's conformity with local land use plans and regulations.

San Luis Obispo Local Agency Formation Commission. A Local Agency Formation Commission (LAFCO) is a state agency that performs growth management functions, and has approval authority regarding the establishment, expansion, reorganization, and elimination of any city and most types of special districts. LAFCO establishes sphere of influence for cities and special districts that define the territory that LAFCO independently finds will represent the appropriate and probable future jurisdictional boundary and service area of the subject agency. The State legislature has prescribed a "uniform process" for boundary changes for both cities and special districts that is now embodied in the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (California Government Code Section 56000 et seq.). This Act delegates the legislature's boundary powers to local agency formation commissions (LAFCOs).

The San Luis Obispo LAFCO is responsible for reviewing and approving proposed jurisdictional boundary changes in San Luis Obispo County, including the annexation and detachment of territory to and/or from cities and most special districts, incorporations of new cities, formations of new special districts, and consolidations, mergers, and dissolutions of existing districts. In addition, LAFCOs must review and approve contractual service



agreements, conduct service reviews, and determine spheres of influence for each city and district. In addition to the Cortese-Knox-Hertzberg Act, San Luis Obispo LAFCO has adopted local policies that it considers in its review of projects

Regional.

2014 Regional Transportation Plan/Sustainable Community Strategy. The 2014 Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS), adopted by the San Luis Obispo Council of Governments (SLOCOG) in April 2015, is the current regional transportation plan for SLOCOG's planning area. The primary purpose of the 2014 RTP/SCS is to develop a fully intermodal transportation system that enhances the livability of the region. To this purpose, the plan delineates a set of regional transportation goals, policies, and actions. In addition, it integrates new requirements of SB 375 to address the interrelationship of transportation and land use policies and practices. The SCS Element of the plan describes the "preferred growth scenario" for the next two decades, as identified by the SLOCOG Board. This scenario is intended to decrease strain on natural resources, reduce the amount of travel and greenhouse gas (GHG) emissions, improve air quality, and promote public health by supplying more efficient options for transportation and housing. Consistent with the preferred growth scenario, a key strategy in the SCS is to focus new growth within Target Development Areas (TDAs) in existing urbanized areas. The project site is located within the Central County TDA in the greater San Luis Obispo area.

San Luis Obispo County Regional Airport Master Plan. This plan was adopted in 2005 and provides aircraft operations forecasts and identifies capital improvements needed at the Airport to address future aeronautic activity at this commercial service airport. The planned facilities identified in the Master Plan are depicted on the FAA - approved Airport Layout Plan. The FAA-approved forecasts project aircraft operations to exceed 140,000 operations by 2023.

San Luis Obispo County Regional Airport - Airport Land Use Plan. The San Luis Obispo County Regional Airport - Airport Land Use Plan (ALUP) was adopted in December 1973, most recently amended in May 2005, and is currently being updated by the County ALUC. The ALUP provides a set of policies and criteria by which the ALUC evaluates compatibility of land uses around the airport to promote well-being of the public and to protect long term viability of the Airport. The ALUP identifies noise restrictions and safety zones and identifies land uses and density and intensity limitations with each zone. It is expected that the ALUC will update the ALUP's policies in 2017.

The existing ALUP Safety Area "analog" maps have recently been reinterpreted to a more precise GIS format that will be compatible with local mapping accuracy standards for viewing and consistency with ALUP Safety Areas. The maps and the location of safety zones and noise contours used for the Project have been reviewed by the ALUC. As shown in Figure 4.7-1 in Section 4.7, *Hazards and Hazardous Materials*, the entire project site is located within ALUP Safety Areas S-1b and S-2, which are described below in detail.

ALUP Safety Area S-1b is comprised of those portions of Safety Area S-1 that are not included in Safety Area S-1a, but are within probable gliding distance for aircraft on expected approach or departure courses. This Safety Area also includes State-defined sideline Safety Areas, inner



turning zones and outer safety zones for both Runway 11-29 and Runway 7-25. Aviation safety hazards to be particularly considered in this area include mechanical failures, fuel exhaustion, deviation from glideslope or minimum descent altitude (MDA) during instrument flight rules (IFR) operations (due to pilot error or equipment malfunction), loss of control during short approach procedures, stall/spin incidents during engine-out maneuvers in multi-engine aircraft, loss of control during “go around” or missed approach procedures, and midair collisions. Approximately 119 acres in the northwest portion of the project site is within this area.

ALUP Safety Area S-2 represents the area within the vicinity of which aircrafts operate frequently or in conditions of reduced visibility at altitudes between 501 and 1,000 feet above ground level (AGL). Aviation safety hazards identified in the ALUP include mechanical failures, fuel exhaustion, loss of control during turns from downwind to base legs or from base to final legs of the traffic pattern, stall/spin incidents during engine-out maneuvers in twin engine aircraft, and midair collisions. Because aircraft in Area S-2 are at greater altitude and are less densely concentrated than in other portions of the Airport Land Use Planning Area (ALUPA), the overall level of aviation safety risk is considered to be lower than that in Area S-1 or the RPZs (San Luis Obispo 2014). Approximately 16 acres in the northwest portion of the project site is within Safety Area S-2.

ALUP Safety Policies. The ALUC reviews projects within the ALUPA to determine consistency with the ALUP. A proposed general plan, general plan amendment, specific plan, specific plan amendment, zoning ordinance, zoning ordinance amendment, building regulation modification, or individual development proposal may be determined to be inconsistent with the ALUP by the ALUC. Key policies used to review a project or local action for consistency with the ALUP include:

- Policy S-1: Would permit or lack sufficient provisions to prohibit structures and other obstacles within the RPZs for any runway at the Airport, as depicted in ALUP Figure 4.
- Policy S-2: Would permit or fail to adequately prohibit any future residential or nonresidential development or redevelopment which would create, within the site to be developed or redeveloped, a density greater than specified in ALUP Table 7 or any mixed-use development or redevelopment which would create, within the site to be developed or redeveloped, densities greater than illustrated in ALUP Table 7.
- Policy S-3: Would permit or fail to adequately prohibit any future development project which specifies, entails, or would result in a greater building coverage than permitted by ALUP Table 7.
- Policy S-4: Would permit or fail to adequately prohibit high intensity land uses or special land use functions (impaired egress uses or unusually hazardous uses), except that, when conditions specified by ALUP Table 7 for density adjustments have been determined to be met by the ALUC, high intensity land and/or special function uses may be allowed in ALUP Safety Area S-2.

Pursuant to ALUP Policy S-4, increases in allowable residential and non-residential densities may be allowed with inclusion of an approved Airport Compatible Open Space Plan (ACOS), Clustered Development Zone (CDZ) and/or Detailed Area Plan, as described below.



Airport Compatible Open Space Plan

On July 21, 2004, the ALUC voted to amend the ALUP with inclusion of the City's ACOS. The ACOS establishes open spaces in the areas around the Airport that can serve as reserve spaces (for aircraft emergency situations). By maintaining reserve spaces that keep certain land adjacent to the Airport free and clear from obstruction or from buildings and uses where people congregate, the ACOS improves airport safety while allowing for more intense development of urban areas. The areas identified as reserve space in the ACOS include land that is close to the Airport, in line with the main Airport runway, or along an over-flight area where aircraft typically operate at lower altitudes. Identification of these areas in the ACOS plan adds Airport safety to the list of reasons why these lands should not be developed (City of San Luis Obispo & County of San Luis Obispo 2013).

Clustered Development Zone

A CDZ may include any part or all of the area encompassed by an ACOS, and the geographic extent of each CDZ will be determined and specified by the responsible local agency. In order to be approved by the ALUC, an ACOS that proposes to establish one or more CDZs must be provided for the establishment, protection, and maintenance in perpetuity of the following percentages of each proposed CDZ as Reserve Space:

- in ALUP Airport Safety Area S-1c: 35% of the gross area of the CDZ
- in ALUP Airport Safety Area S-2: 25% of the gross area of the CDZ

Detailed Area Plan

The development of a Detailed Area Plan is a process which affords local agencies an opportunity to work with the ALUC in planning for development that meets local needs with respect to density while, by virtue of an increased level of specificity, protects the public against undue aviation safety hazards.

Applicability of ALUP to Project Site

As the project site lies within the ALUPA, the project is subject to the ALUP's restrictions in building height, allowable uses, and population densities in the interest of safety and airport hazards. The project site is located within Airport Safety Areas S-1b and S-2. Regulations in the ALUP limit the density of residential and non-residential development.

Local.

City of San Luis Obispo General Plan. The City's General Plan is intended to guide development and municipal service improvements in San Luis Obispo. It has eight elements: Land Use (adopted in 2014), Circulation (2014), Housing, (2015), Noise (1996), Safety (2012), Conservation and Open Space (2006), Parks and Recreation (2001), and Water and Wastewater (2010). As the core of the General Plan, the Land Use Element represents a generalized blueprint for the City's future and sets forth a pattern for the orderly development of land within the City's planning area. Land Use Element Policy 8.1.4 provides the regulatory basis for the San Luis Ranch Specific Plan in the City's updated Land Use and Circulation Elements:

Policy 8.1.4. SP-2, San Luis Ranch (Dalidio) Specific Plan Area. Purpose: This project site should be developed as a mixed use project that maintains the agricultural heritage of the site, provides a



commercial/office transition to the existing commercial center to the north, and provides a diverse housing experience. Protection of the adjacent creek and a well-planned integration into the existing circulation system will be required.

The specific plan for this area should consider and address the following land use and design issues.

- A Provide land and appropriate financial support for development of a Prado Road connection. Appropriate land to support road infrastructure identified in the Final Project EIR (overpass or interchange) at this location shall be dedicated as part of any proposal and any area in excess of the project's fair share of this facility shall not be included as part of the project site area used to calculate the required 50% open space.*
- B Circulation connections to integrate property with surrounding circulation network for all modes of travel.*
- C Connection to Froom Ranch and Calle Joaquin, if proposed, shall not bifurcate on-site or neighboring agricultural lands. Any connection to Calle Joaquin shall be principally a secondary / emergency access by design.*
- D Development shall include a transit hub. Developer shall work with transit officials to provide express connections to Downtown area.*
- E Maintain agricultural views along Highway 101 by maintaining active agricultural uses on the site, and maintain viewshed of Bishop Peak and Cerro San Luis.*
- F Maintain significant agricultural and open space resources on site (see Policy 1.13.8.B). Land dedicated to Agriculture shall be of size, location and configuration appropriate to maintain a viable, working agricultural operation.*
- G Where buffering or transitions to agricultural uses are needed to support viability of the agricultural use, these shall be provided on lands not counted towards the minimum size for the agriculture / open space component. Provide appropriate transition to agricultural uses on-site.*
- H Integrate agricultural open space with adjacent SLO City Farm and development on property.*
- I Site should include walkable retail and pedestrian and bicycle connections to surrounding commercial and residential areas.*
- J Commercial and office uses shall have parking placed behind and to side of buildings so as to not be a prominent feature.*
- K Neighborhood Commercial uses for proposed residential development shall be provided.*
- L Potential flooding issues along Prefumo Creek need to be studied and addressed without impacting off-site uses.*
- M All land uses proposed shall be in keeping with safety parameters described in this General Plan or other applicable regulations relative to the San Luis Obispo Regional Airport.*
- N Historic evaluation of the existing farm house and associated structures shall be included.*

City of San Luis Obispo Zoning Regulations The City's Zoning Regulations are intended to guide the development of the city in an orderly manner, based on the adopted general plan, to protect and enhance the quality of the natural and built environment, and to promote the public health, safety and general welfare by regulating the use of land and buildings and the location and basic form of structures. These regulations define 15 zoning districts in three categories: residential, non-residential, and overlay. The residential zones include: low-density residential, medium-density residential, medium-high-density residential and high-density residential. The non-residential zones include: conservation/open space, office, public facility, neighborhood commercial, retail commercial, community commercial, Downtown commercial, tourist



commercial, service commercial, manufacturing, and business park. The overlay zones include: planned development, specific plan, historic, mixed-use, and special considerations.

City of San Luis Obispo's Right to Overrule. In a circumstance where the ALUC makes a determination of inconsistency with the ALUP for a project, the City may overrule the ALUC determination of inconsistency as allowed under Section 21676.5 et. seq. of the Public Utilities Code. As directed by the General Plan, should an overrule action be taken, development shall be consistent with General Plan policies and standards that reflect direction in the State Aeronautics Act, FAA regulations concerning obstructions and notification, and guidance provided in the CALUPH (City of San Luis Obispo 2014).

4.9.2 Previous Program-Level Environmental Review

The LUCE Update EIR previously analyzed land use impacts related to the adoption of the updated Land Use and Circulation Elements, including impacts at the San Luis Ranch Specific Plan Area. The LUCE Update EIR evaluated impacts in the Specific Plan area and assumed future development parameters of approximately 500 dwelling units and 470,000 square feet of non-residential uses (San Luis Obispo 2014). Based on this buildout of the Specific Plan area, the LUCE Update EIR identified potential land use conflicts with nearby agricultural operations associated with odors, dust, noise, pesticide or herbicide spraying, and trespass onto agricultural lands. The LUCE Update EIR determined that additional land use conflicts could result from noise and traffic, the impairment of views of important visual resources, shadows and loss of privacy, and short-term construction impacts. The LUCE Update EIR concluded that potential land use conflicts at the site could feasibly be reduced to a less than significant level with implementation of existing and updated Land Use and Circulation Element policies intended to ensure compatibility of new development with existing land uses.

Because of the proximity of the Airport to planned residential growth areas in the southern part of the City, a key issue addressed in the LUCE Update EIR was consistency of future development under the updated Land Use and Circulation Elements with the ALUP and the potential risks or hazards associated with development near the Airport. The City determined that the technical studies and Council Agenda Reports prepared for and as a result of the LUCE Update EIR provided substantial evidence that the development of the San Luis Ranch Specific Plan Area under the updated General Plan land use designations would be consistent with the State Aeronautics Act (SAA) and guidance in the CALUPH associated with safety and noise. The LUCE Update EIR found that residential development envisioned in the Specific Plan area would exceed the ALUP's density limits for Safety Zones S-1b and S-2, even if allowable increases in density under the Airport Compatible Open Space (ACOS) plan are assumed. In addition, it was found that non-residential development envisioned in the Specific Plan area could exceed the respective density limits for these safety zones. Nevertheless, the City's findings associated with adoption of the LUCE Update EIR concluded the potential land use conflict impacts between development in the Specific Plan area and the ALUP would be less than significant for the following reasons (San Luis Obispo 2014):

- The existing ALUP is outdated and non-compliant with statutory requirements that it be based on the Airport Master Plan;
- The adopted plan zones and contours are not supported by the operations data in the adopted Airport Master Plan, FAA forecasts, technical compatibility analyses, or the



CALUPH, nor do the adopted zones further the objectives of the SAA based on any objective, verifiable data or standard; and

- The City has developed data-supported zones, contours and standards that do further the objectives of the SAA, while not unreasonably restricting compatible development

Based on this determination, the LUCE Update EIR concluded that potential inconsistency with the ALUP would present a policy impact without resulting in significant impacts on the physical environment. The City Council found during its review of airport compatibility for the LUCE Update that the 2014 Airport Land Use Compatibility Report (Appendix I) and Final LUCE Update EIR provided substantial evidence in the record that the City's Airport Safety Zones accurately reflect Airport-related hazard zones as set forth in the CALUPH and supporting federal guidance, and that maps provided in the ALUP did not accurately reflect the actual extent of Airport-related safety zones (Council Agenda Report, City of San Luis Obispo 2014d). The ALUC made a determination that the LUCE Update EIR did not adequately address airport land use issues or comply with the ALUP policies. For the LUCE Update, the City Council elected to issue an overrule of the ALUC's determination of inconsistency, including planned development in the LUCE Update at the programmatic level for planned Specific Plan areas, including the San Luis Ranch Specific Plan Area. The adopted LUCE Update included Airport Compatibility policies (Land Use Element Chapter 7) applicable to development within the Airport Influence Area.

4.9.3 Impact Analysis

a. Methodology and Significance Thresholds. The following criteria are based on Appendix G of the *State CEQA Guidelines*. An impact is considered significant if the project would result in one or more of the following conditions:

1. *Physically divide an established community;*
2. *Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, clean air plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect;*
3. *Conflict with any applicable habitat conservation plan or natural community conservation plan.*

The Initial Study determined that development under the project would be designed to fit among existing surrounding urban development and would not physically divide an established community or conflict with any applicable habitat conservation plan or natural community conservation plans. Therefore, Thresholds 1 and 3 are not discussed further in this section. See Section 4.14, *Issues Addressed in the Initial Study*, for a discussion of these impacts. Growth inducing impacts and impacts related to the use of substantial fuel and energy are discussed in Section 5.0, *Other CEQA-Required Discussions*.

In addition, applicable policies from the SLOAPCD's 2001 Clean Air Plan and the 2012 City of San Luis Obispo Climate Action Plan are discussed in Section 4.3, *Air Quality*, and 4.6, *Greenhouse Gas Emissions*.

b. Impacts and Mitigation Measures. The following impact analysis examines the implementation of the Specific Plan at a programmatic level of detail.



Impact LU-1 The project would be potentially inconsistent with adopted City policies in the General Plan designed to protect historical resources, and ensure provision of parkland. This would be a Class I, significant and unavoidable, impact.

The San Luis Obispo General Plan is the principal tool the City uses when evaluating municipal service improvements and land use proposals. Land use decisions in the City are governed by the General Plan and must be consistent with the General Plan's direction. This discussion focuses on those goals and policies in the City's General Plan that relate to avoiding or mitigating environmental impacts, and an assessment of whether any potential inconsistency with these standards would create a significant physical impact on the environment. Only policies relevant and applicable to the project are included. Policies that are redundant between elements are omitted. In addition, some policies have been truncated in instances where the overall meaning of the policy would not be made unclear.

The City's Zoning Regulations, which implement the General Plan, do not apply to the project site because it is currently outside of the incorporated City. The proposed pre-zoning for the site is shown in Figure 2-4 in Section 2.0, *Project Description*, and is consistent with the proposed land use plan, shown in Figure 2-5. Therefore, the Specific Plan would not conflict with any existing zoning standards.

It should be noted that this discussion is intended to guide policy interpretation, but is not intended to replace the City decision-making process. The final determination of consistency will be made by City Board of Supervisors when they act on the Specific Plan. The General Plan consistency determination is based on the Specific Plan's overall consistency with the General Plan rather than strict adherence to every single principle and policy of each General Plan element.

Table 4.9-1 describes the project's preliminary consistency with applicable policies of the General Plan related to avoiding or mitigating environmental effects.



**Table 4.9-1
 Consistency with City of San Luis Obispo General Plan**

Plan, Policy, or Regulation	Consistency Analysis
Land Use Element	
Policy 1.2: Urban Separation. Broad, undeveloped open spaces should separate the City from nearby urban areas. This element establishes a final edge for urban development.	<u>Potentially Consistent.</u> The project site is located inside of the City's Urban Reserve Line, which is intended to protect open space between the City and nearby jurisdictions. Furthermore, existing agricultural land on the project site is surrounded by existing urban development. Development in the Specific Plan area would not affect the City's separation from nearby urban areas.
Policy 1.4: Urban Edges Character. The City shall maintain a boundary between urban development and surrounding open land. Development just inside the boundary shall provide measures to avoid a stark-appearing edge between buildings in the city and adjacent open land. Such measures may include: using new or existing groves or windrows of trees, or hills or other landforms, to set the edge of development; increasing the required side-yard and rear-yard setbacks; and providing open space or agricultural transition buffers.	<u>Potentially Consistent.</u> The project would preserve approximately 53 acres of prime farmland on-site in perpetuity, as well as approximately 7-67.4 acres in parks and open space on-site within the southern limit of the City's Urban Reserve Line. These areas would serve as a transition buffer between urban development and adjacent open land.
Policy 1.5: Jobs/Housing Relationship. The gap between housing demand (due to more jobs and college enrollment) and supply should not increase.	<u>Potentially Consistent.</u> The project includes mixed uses and workforce housing to balance the provision of jobs and housing within the San Luis Ranch Specific Plan Area and the City.
Policy 1.7.1: Urban Reserve. The City shall maintain an urban reserve line containing the area around the City where urban development might occur (Land Use Element Figure 3, Land Use Diagram). Urban uses within this line should only be developed if consistent with City-approved plans. Non-urban agricultural, open space, and wildlife corridor uses are also encouraged within the urban reserve, as interim or permanent uses shown on City-approved plans.	<u>Potentially Consistent.</u> The 131-acre San Luis Ranch property is currently outside the City, but within its Sphere of Influence and Urban Reserve Line. The site is currently designated for future urban use under the City's Land Use Element. The project would involve annexation of the 131-acre property to the City. The project includes development of a mix of residential, commercial, and office uses while preserving substantial areas of open space and agriculture on the property. The Specific Plan and related actions would allow for the development of the San Luis Ranch area as identified in the City's General Plan as Special Focus Area SP-2. The intent is for the project to be consistent with the development parameters described in the General Plan.
Policy 1.8.1: Open Space Protection. Within the City's planning area and outside the urban reserve line, undeveloped land should be kept open. Prime agricultural land, productive agricultural land, and potentially productive agricultural land shall be protected for farming. Scenic lands, sensitive wildlife habitat, and undeveloped prime agricultural land shall be permanently protected as open space.	<u>Potentially Consistent.</u> The project site is located within the City's planning area and the urban reserve line, and it would be annexed into the City under the project. The project would contribute to the protection of agricultural land within this City planning area by preserving approximately 53 acres of prime farmland on-site in perpetuity, as well as



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 Consistency with City of San Luis Obispo General Plan**

Plan, Policy, or Regulation	Consistency Analysis
	approximately 7-67.4 acres in parks and open space. In addition, the project includes a commitment to procure an off-site agricultural conservation easement/deed restriction such that one half of total land on-site is preserved for agricultural and open space use. In addition, the project would provide restored and enhanced wildlife habitat areas.
<p>Policy 1.8.5: Building Design and Siting. All new buildings and structures should be subordinate to and in harmony with the surrounding landscape. The City should encourage County adoption of regulations prohibiting new structures on ridge lines or in other visually prominent or environmentally sensitive locations, and allowing transfer of development rights from one parcel to another in order to facilitate this policy.</p>	<p><u>Potentially Consistent</u>. As discussed in Impact AES-2 in Section 4.1, <i>Aesthetics</i>, the design features of development in the project site would be consistent with the visual character of surrounding residential and commercial land uses. In addition, the City's Architectural Review Commission (ARC) would review and approve the design for proposed buildings, examining the layout, building design, its relationship to the neighborhood in which it would be located, landscaping, parking, signage, lighting, and other features affecting the project's appearance.</p>
<p>Policy 1.9.1: Agricultural Protection. The City shall support preservation of economically viable agricultural operations and land within the urban reserve and city limits. The City should provide for the continuation of farming through steps such as provision of appropriate general plan designations and zoning.</p> <p>Policy 1.9.2: Prime Agricultural Land. The City may allow development on prime agricultural land if the development contributes to the protection of agricultural land in the urban reserve or greenbelt by one or more of the following methods, or an equally effective method: acting as a receiver site for transfer of development credit from prime agricultural land of equal quantity; securing for the City or for a suitable land conservation organization open space or agricultural easements or fee ownership with deed restrictions; helping to directly fund the acquisition of fee ownership or open space easements by the City or a suitable land conservation organization. Development of small parcels which are essentially surrounded by urbanization need not contribute to agricultural land protection.</p> <p>Policy 1.10.2: Means of Protection. The City shall require that open space be preserved either by dedication of permanent easements or transfer of fee ownership to the City, the County, or a responsible, nonprofit conservation organization.</p>	<p><u>Potentially Consistent</u>. As discussed in Section 4.2, <i>Agricultural Resources</i>, the project would result in the direct conversion of approximately 56 59 acres of prime farmland to non-agricultural use; however, the project would contribute to the protection of agricultural land within the urban reserve by preserving approximately 53 acres of prime farmland on-site in perpetuity, as well as approximately 7-67.4 acres in parks and open space. In addition, the project includes a commitment to procure an off-site agricultural conservation easement/deed restriction such that one half of total land on-site is preserved for agricultural and open space use. Mitigation Measure AG-1, Agricultural Conservation, would ensure that for every one acre of Important Farmland (Prime Farmland, Farmland of Statewide Importance, and Unique Farmland) on the site that would be permanently converted to non-agricultural use as a result of project development, one acre of land of comparable agricultural productivity shall be preserved in perpetuity.</p>



**Table 4.9-1
 Consistency with City of San Luis Obispo General Plan**

Plan, Policy, or Regulation	Consistency Analysis
<p>Policy 1.10.3: Public Access. Areas preserved for open space should include public trail access, controlled to protect the natural resources, to assure reasonable security and privacy of dwellings, and to allow continuing agricultural operations. Public access through production agricultural land will not be considered, unless the owner agrees.</p>	<p><u>Potentially Consistent</u>. The proposed open space in the northwestern portion of the project site along Prefumo Creek would include a link to the Bob Jones Regional Bicycle Trail. Public trail access would not be provided through the portion of the site where agricultural cultivation would continue.</p>
<p>Policy 1.10.4: Design Standards. The City shall require cluster development to:</p> <p>A. Be screened from public views by land forms or vegetation, but not at the expense of habitat. If the visually screened locations contain sensitive habitats or unique resources as defined in the Conservation and Open Space Element, development should be avoided in those areas and instead designed to cluster in the form of vernacular farm building complexes, to blend into the traditional agricultural working landscape.</p> <p>B. Be located on other than prime agricultural land and be situated to allow continued agricultural use.</p> <p>C. Prohibit building sites and roads within stream corridors and other wetlands, on ridge lines, rock outcrops, or visually prominent or steep hillsides, or other sensitive habitats or unique resources as defined in the Conservation and Open Space Element.</p> <p>D. Preserve historic or archaeological resources.</p>	<p><u>Potentially Inconsistent (with 1.10.4.D)</u>.</p> <p>A. Development would be clustered on the western portion of the project site, so that vegetation in open space along Froom Ranch Way would screen it from public views from U.S. 101. Although the project would result in conversion of approximately 56 59 acres of prime farmland to non-agricultural, development would be clustered to preserve approximately 53 acres of the site in agricultural use.</p> <p>B. Refer to discussion of Land Use Element Policy 1.9.2.</p> <p>C. As described in Section 4.4, <i>Biological Resources</i>, the project would have a potentially significant but mitigable impact on sensitive habitats, including riparian areas. Mitigation Measures BIO-2(a) through BIO-2(c) would ensure that potential habitat impacts would remain less than significant.</p> <p>D. As described in Section 4.5 <i>Cultural Resources</i>, existing structures on the site are individually eligible for historic designation. The project includes the adaptive reuse and relocation of the existing main residence and the historic former spectators' barn/viewing stand to new locations on the site. Mitigation Measure CR-1(a) would reduce impacts to these historic resources to the maximum extent feasible. Demolition of the historic main barn, which is part of the San Luis Ranch Complex, would conflict with Conservation and Open Space Element Policies 3.3.1 and 3.3.2. Salvageable materials from the main barn are proposed to be reused to the greatest extent possible. Mitigation Measures CR-1(b) and CR-1(c) would reduce significant direct impacts to the remainder of the historically significant San Luis Ranch Complex to the maximum extent feasible. However, the</p>



**Table 4.9-1
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Plan, Policy, or Regulation	Consistency Analysis
	potential impact to these historic resources would remain significant and unavoidable.
<p>Policy 1.13.5: Annexation in Airport Area. Properties in the Airport Area Specific Plan may only be annexed if they meet the following criteria:</p> <ul style="list-style-type: none"> A. The property is contiguous to the existing city limits; and B. The property is within the existing urban reserve line; and C. The property is located near to existing infrastructure; and D. Existing infrastructure capacity is available to serve the proposed development; and E. A development plan for the property belonging to the applicant(s) accompanies the application for annexation; and F. The applicant(s) agree to contribute to the cost of preparing the specific plan and constructing area-wide infrastructure improvements according to a cost-sharing plan maintained by the City. 	<p><u>Potentially Consistent</u>. The project would involve annexation of the 131-acre San Luis Ranch property to the City. The project site is entirely surrounded by the existing City limit, within the existing urban reserve line, and adjacent to urban development served by existing infrastructure. As discussed in Section 4.14, <i>Issues Addressed in the Initial Study</i>, the Specific Plan Area could be adequately served by the City's sewer, water, and wastewater infrastructure, provided that impact fees are collected for wastewater facilities. The Specific Plan also comprises a development plan for the property and includes a cost-sharing plan for infrastructure improvements.</p>
<p>Policy 1.13.8: Open Space. The City shall require that each annexation help secure permanent protection for areas designated Open Space, and for the habitat types and wildlife corridors within the annexation area that are identified in the Conservation and Open Space Element. Properties, which are both along the urban reserve line and on hillsides, shall dedicate land or easements for about four times the area to be developed (developed area includes building lots, roads, parking and other paved areas, and setbacks required by zoning). (See also Policy 6.4 and Policies 6.4.1 – 6.4.7). The following standards shall apply to the indicated areas:</p> <ul style="list-style-type: none"> A. Airport Area Specific Plan properties shall secure protection for any on-site resources as identified in the Conservation and Open Space Element. These properties, to help maintain the greenbelt, shall also secure open space protection for any contiguous, commonly owned land outside the urban reserve. If it is not feasible to directly obtain protection for such land, fees in lieu of dedication shall be paid when the property is developed, to help secure the greenbelt in the area south of the City's southerly urban reserve line. B. San Luis Ranch property (outside the city limit and generally bounded by Highway 101 and Madonna Road) shall dedicate land or easements for approximately one-half of the ownership that is to be preserved as open space. C. Foothill Annexation: The northern portion of the Foothill property, and the creek area shall be annexed as open space. Development on this site should be clustered or located near Foothill Boulevard, with the northern portion of the site and creek area preserved as open space. 	<p><u>Potentially Consistent</u>. The project would involve annexation of the San Luis Ranch property and dedication of land or easements for approximately one-half of the ownership that is to be preserved as open space. (Refer to discussion of Land Use Element Policy 1.9.2). The project site is not located adjacent to the urban reserve line, on hillsides, or within the Airport Area Specific Plan, or the Foothill property.</p>



**Table 4.9-1
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Plan, Policy, or Regulation	Consistency Analysis
<p>Policy 1.13.10: Solid Waste Capacity. In addition to other requirements for adequate resources and services prior to development, the City shall require that adequate solid waste disposal capacity exists before granting any discretionary land use approval which would increase solid waste generation.</p>	<p><u>Potentially Consistent</u>. As discussed in Section 4.14, <i>Issues Addressed in the Initial Study</i>, the project would be served by the San Luis Garbage Company. The incremental additional waste stream generated by this project would not create significant impacts related to the solid waste disposal capacity of landfills.</p>
<p>Policy 1.8.6: Wildlife Habitat. The City shall ensure that continuous wildlife habitat – including corridors free of human disruption - are preserved, and, where necessary, created.</p>	<p><u>Potentially Consistent</u>. The San Luis Ranch Specific Plan would provide permanently dedicated open space and restored and enhanced wildlife habitat areas.</p>
<p>Policy 1.8.7: Trees Outside City Limits. The City shall preserve significant trees, particularly native species, outside its limits and in the greenbelt on lands owned or leased by the City or for which the City has an easement. For other areas in the greenbelt, the City will work with the County, Cal Poly, and other public agencies to protect these trees.</p>	<p><u>Potentially Consistent</u>. As discussed in Section 4.4, <i>Biological Resources</i>, the project would result in potential impacts to Great Blue Heron and Monarch Butterflies due removal of the on-site eucalyptus trees which serve as overwintering habitat for these species. Mitigation Measures BIO-1(f), BIO-1(h), and BIO-2(b) would ensure that impacts to trees and the habitat they provide would remain less than significant.</p>
<p>Policy 2.3.7: Natural Features. The City shall require residential developments to preserve and incorporate as amenities natural site features, such as land forms, views, creeks, wetlands, wildlife habitats, wildlife corridors, and plants.</p>	<p><u>Potentially Consistent</u>. The Specific Plan includes landscaping with drought tolerant, native species, as well as restoration and enhancement of creeks, drainages, and habitat areas.</p>
<p>Policy 2.3.8: Parking. The City shall discourage the development of large parking lots and require parking lots be screened from street views. In general, parking should not be located between buildings and public streets.</p>	<p><u>Potentially Consistent</u>. The Specific Plan does not include any standards for the placement of parking associated with proposed on-site uses. However, development on the project site would be required to adhere to this policy. In addition, the ARC would review and approve the design for proposed buildings, examining the layout, building design, its relationship to the neighborhood in which it would be located, landscaping, parking, signage, lighting, and other features affecting the project's appearance.</p>
<p>Policy 2.3.10: Site Constraints. The City shall require new residential developments to respect site constraints such as property size and shape, ground slope, access, creeks and wetlands, wildlife habitats, wildlife corridors, native vegetation, and significant trees.</p>	<p><u>Potentially Consistent</u>. The project would dedicate approximately 7.67 7.4 acres of internal open space, primarily along the Prefumo Creek and Cerro San Luis Channel, which would reduce permanent adverse impacts to riparian habitat along these corridors. Access routes and construction staging areas would be located outside of wetlands and riparian areas to the maximum extent practicable and would not permanently interfere with the</p>



**Table 4.9-1
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Plan, Policy, or Regulation	Consistency Analysis
	movement of resident or migratory fish or wildlife species or migratory wildlife corridors.
<p>Policy 3.2.1: Locations for Regional Attractions. The City should focus its retailing with regional draw in the locations of downtown, the area around the intersection of Madonna Road and Highway 101, and the area around Highway 101 and Los Osos Valley Road.</p> <p>Policy 3.2.2: Specialty Store Locations. The City shall direct most specialty retail stores to locate in the Downtown Core, in the Madonna Road area, or the Los Osos Valley Road area, and in other community shopping areas identified by the Community Commercial district (see the Community Commercial section) where they will not detract from the role of the Downtown Core as the City's primary concentration of specialty stores; some may also be in neighborhood shopping centers so long as they are a minor part of the centers and serve neighborhood rather than citywide or regional markets.</p> <p>Policy 3.8.3: Neighborhood Centers. The City shall identify suitable sites for new or expanded neighborhood centers as it prepares specific plans and development plans.</p>	<p><u>Potentially Consistent</u>. The project would include development of neighborhood retail uses that may include specialty retail stores in the Madonna Road area. The project would not include regional attractions that would detract from other identified commercial areas in the City.</p>
<p>Policy 3.3.1: New or Expanded Areas of Neighborhood Commercial Use. The City shall provide for new or expanded areas of neighborhood commercial uses that:</p> <ul style="list-style-type: none"> A. Are created within, or extended into, nonresidential areas adjacent to residential neighborhoods; B. Provide uses to serve nearby residents, not the whole City; C. Have access from arterial streets, and not increase traffic on residential streets; D. Have safe and pleasant pedestrian access from the surrounding service area, as well as good internal circulation; E. Are designed to be pedestrian-oriented, and architecturally compatible with the adjacent neighborhoods being served. Pedestrian-oriented features of the project design should include: <ul style="list-style-type: none"> i. Off-street parking areas located to the side or rear of buildings rather than between buildings and the street; ii. Landscaped areas with public seating; and iii. Indoor and outdoor space for public use, designed to provide a focus for some neighborhood activities. 	<p><u>Potentially Consistent</u>. The project would include development of neighborhood commercial uses adjacent to the proposed residential neighborhoods on the project site. These uses may include specialty retail stores that would to serve nearby residents. The project would also provide pedestrian and bicycle facilities from nearby residential uses to the proposed neighborhood commercial uses. Furthermore, development on the project site would be required to adhere to the City's policies related to the provision of parking areas. In addition, the ARC would review and approve the design for proposed buildings, examining the layout, building design, its relationship to the neighborhood in which it would be located, landscaping, parking, signage, lighting, and other features affecting the project's appearance.</p>
<p>Policy 6.3.1: Open Space and Greenbelt Designations. The City shall designate the following types of land as open space:</p> <ul style="list-style-type: none"> A Upland and valley sensitive habitats or unique resources, as defined in the Conservation and Open Space Element, including corridors which connect habitats. B Undeveloped prime agricultural soils which are to remain in agricultural use as provided in Policy 1.9.2. C Those areas which are best suited to non-urban uses due to: infeasibility of providing proper access or utilities; excessive slope or slope instability; wildland fire hazard; noise exposure; 	<p><u>Potentially Consistent</u>. The Specific Plan would not involve hillside development or the creation of new parcels within the greenbelt.</p> <p>As described in Section 4.4, <i>Biological Resources</i>, the project would have a potentially significant but mitigable impact on sensitive habitats, including riparian areas. Mitigation Measures BIO-2(a) through BIO-2(c) would</p>



**Table 4.9-1
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<p>flood hazard; scenic value; wildlife habitat value, including sensitive habitats or unique resources as defined in the Conservation and Open Space Element; agricultural value; and value for passive recreation.</p> <p>D A greenbelt, outside the urban reserve, that surrounds the ultimate boundaries of the urban area, and which should connect with wildlife corridors that cross the urbanized area.</p> <p>E Sufficient area of each habitat type to ensure the ecological integrity of that habitat type within the urban reserve and the greenbelt, including connections between habitats for wildlife movement and dispersal; these habitat types will be as identified in the natural resource inventory, as discussed in the “Background to this Land Use Element Update” and in Community Goal #8.</p> <p>Policy 6.3.2: Open Space Uses include: watershed protection; wildlife and native plant habitat; grazing; cultivated crops; and passive recreation. The City shall require that buildings, lighting, paving, use of vehicles, and alterations on open space lands are minimized, so rural character and resources are maintained. Buildings and paved surfaces shall not exceed the following: where a parcel smaller than ten acres already exists, five percent of the site area; on a parcel of ten acres or more, three percent. (As explained in the Conservation and Open Space Element, the characteristics of an open space area may result in it being suitable for some open space uses, but not the full range.) Parcels within Open Space areas should not be further subdivided.</p>	<p>ensure that potential habitat impacts would remain less than significant.</p> <p>The Specific Plan would preserve approximately 53 acres of prime farmland on-site in perpetuity, as well as approximately 7.67.4 acres in parks and open space.</p> <p>Agricultural operations would be protected and highlighted through on-site and off-site agricultural preservation and the proposed Agricultural Heritage Facilities & Learning Center.</p>
<p>Policy 6.6.1: Creek and Wetlands Management Objectives. The City should manage its lake, creeks, wetlands, floodplains, and associated wetlands to achieve the multiple objectives of:</p> <p>A Maintaining and restoring natural conditions, and fish and wildlife habitat;</p> <p>B Preventing loss of life and minimizing property damage from flooding;</p> <p>C Providing recreational opportunities which are compatible with fish and wildlife habitat, flood protection and use of adjacent private properties; and</p> <p>D Recognizing and distinguishing between those sections of creeks and Laguna Lake which are in previously urbanized areas, such as the downtown core and sections which are in largely natural areas. Those sections already heavily impacted by urban development and activity may be appropriate for multiple use whereas creeks and lakeshore in a more natural state shall be managed for maximized ecological value.</p>	<p><u>Potentially Consistent</u>. As described in Section 4.4, <i>Biological Resources</i>, the project would have a potentially significant but mitigable impact on sensitive habitats, including riparian areas. Mitigation Measures BIO-2(a) through BIO-2(c) would ensure that potential habitat impacts would remain less than significant. The Specific Plan would dedicate approximately 7.67.4 acres of internal open space, primarily along the Prefumo Creek and Cerro San Luis Channel, which would reduce permanent adverse impacts to riparian habitat along these corridors. The Specific Plan includes no built structures within the Plan Area’s flood plain.</p>
<p>Policy 6.6.2: Citywide Network. The City shall include the lake, creeks, and wetlands as part of a citywide and regional network of open space, parks, and – where appropriate – trails, all fostering understanding, enjoyment, and protection of the natural landscape and wildlife.</p>	<p><u>Potentially Consistent</u>. The Specific Plan would connect with the City’s park and open space system with convenient access through the various bike paths and pedestrian trails and complete a segment of the Bob Jones Regional Bicycle Trail. Visitors to the Agricultural Heritage Facilities & Learning Center would be able to access the facility via the Bob Jones Regional Bicycle Trail.</p>



**Table 4.9-1
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<p>Policy 6.6.3: Amenities and Access. The City shall require new public or private development adjacent to the lake, creeks, and wetlands to respect the natural environment and incorporate the natural features as project amenities, provided doing so does not diminish natural values. Developments along creeks should include public access across the development site to the creek and along the creek, provided that wildlife habitat, public safety, and reasonable privacy and security of the development can be maintained, consistent with the Conservation and Open Space Element.</p>	<p><u>Potentially Consistent</u>. The Specific Plan would not conflict with any Zoning Code requirements regarding development adjacent to creeks, wetlands, and lakes. The project would dedicate approximately 7.67.4 acres of internal open space, primarily along the Prefumo Creek and Cerro San Luis Channel, which would reduce permanent adverse impacts to riparian habitat along these corridors.</p>
<p>Policy 6.6.5: Runoff Reduction and Groundwater Recharge. The City shall require the use of methods to facilitate rainwater percolation for roof areas and outdoor hardscaped areas where practical to reduce surface water runoff and aid in groundwater recharge.</p> <p>Policy 6.6.6: Development Requirements. The City shall require project designs that minimize drainage concentrations and impervious coverage. Floodplain areas should be avoided and, where feasible, any channelization shall be designed to provide the appearance of a natural water course.</p> <p>Policy 6.6.7: Discharge of Urban Pollutants. The City shall require appropriate runoff control measures as part of future development proposals to minimize discharge of urban pollutants (such as oil and grease) into area drainages.</p> <p>Policy 6.6.8: Erosion Control Measures. The City shall require adequate provision of erosion control measures as part of new development to minimize sedimentation of streams and drainage channels.</p>	<p><u>Potentially Consistent</u>. As discussed in Section 4.8, <i>Hydrology and Water Quality</i>, the Specific Plan details requirements for best management practices (BMPs) regarding site drainage and impervious coverage consistent with San Luis Obispo Zoning Code Chapter 12.08 (Urban Storm Water Quality Management and Discharge Control).</p>
<p>Policy 6.7: Creeks and Flooding Programs.</p> <p>Policy 6.7.1: Previously Developed Areas. To limit the potential for increased flood damage in urbanized areas, the City shall ensure new development complies with the City's flood plain ordinance, setbacks, specific plans, and design standards to minimize flood damage and flood plain encroachment.</p> <p>Policy 6.7.2: National Flood Program. The City shall administer the National Flood Insurance Program standards.</p> <p>Policy 6.7.3: Creekside Care and Notification. In maintaining creek channels to accommodate flood waters, the City shall notify owners of creeks and adjacent properties in advance of work, and use care in any needed removal of vegetation.</p> <p>Policy 6.7.4: Evaluate Use of Financing Districts. The City shall evaluate the feasibility of establishing a financing district or districts to address flood concerns in affected areas. Cost and benefits will be weighed in relation to the cost of flood insurance for affected property owners.</p>	<p><u>Potentially Consistent</u>. As described in Section 4.4, <i>Biological Resources</i>, the project would have a potentially significant but mitigable impact on sensitive habitats, including riparian areas. Mitigation Measures BIO-2(a) through BIO-2(c) would ensure that potential habitat impacts would remain less than significant. The Specific Plan would dedicate approximately 7.67.4 acres of internal open space, primarily along the Prefumo Creek and Cerro San Luis Channel, which would reduce permanent adverse impacts to riparian habitat along these corridors. As discussed in Impact HWQ-2 in Section 4.8, <i>Hydrology and Water Quality</i>, the Specific Plan Area is located partly within a 100-year floodplain. However, residential development would be located in the portion of the site that is not within the 100-year flood plain. Compliance with local flood management measures including Special Floodplain Management Zone Regulation and the City Waterways Management Plan would minimize the impact of placing structures within the 100-year flood plain.</p>



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<p>Policy 7.3: Airport Land Use Plan. Land use density and intensity shall carefully balance noise impacts and the progression in the degree of reduced safety risk further away from the runways, using guidance from the San Luis Obispo County Regional Airport Land Use Plan, State Aeronautics Act, and California Airport Land Use Planning Handbook guidelines. The City shall use the Airport Master Plan forecasts of aviation activity as a reasonably foreseeable projection of ultimate aviation activity sufficient for long-term land use planning purposes. Prospective buyers of property subject to airport influence should be so informed.</p> <p>Policy 7.4: Airport Safety Zones. Density and allowed uses within the Airport Safety Zones shall be consistent with the San Luis Obispo County Regional Airport Land Use Plan unless the City overrides a determination of inconsistency in accordance with Section 21676 and 21676.5 et. seq. of the Public Utilities Code. If the City overrides a determination, all land uses shall be consistent with the State Aeronautics Act and guidance provided in the California Airport Land Use Planning Handbook guidelines, City policies, and noise standards as substantiated by the San Luis Obispo County Airport Master Plan activity forecasts as used for noise planning purposes.</p> <p>Policy 7.5: Airport Noise Compatibility. The City shall use the aircraft noise analysis prepared for the Airport Master Plan Environmental Impact Report as an accurate mapping of the long term noise impact of the airport's aviation activity that is tied to the ultimate facilities development depicted in the FAA-approved Airport Layout Plan. The City shall use the 60 dB CNEL aircraft noise contour (FAA and State aircraft noise planning standard) as the threshold for new urban residential areas. Interiors of new residential structures shall be constructed to meet a maximum 45 dB CNEL.</p>	<p><u>Potentially Consistent</u>. The Specific Plan would preserve the southeastern portion of the site in agricultural use. Residential and commercial uses are clustered in the northern and western portions of the site adjacent to Madonna Road and existing residential (to the west) and commercial (to the east) areas. As discussed in Impact LU-4, although the project would conflict with the ALUP's density standards, based on this analysis the 2014 Airport Land Use Compatibility Report, airport land use planning impacts to future residents and commercial employees or patrons the project would be consistent with the City's Airport Safety Zones. The Specific Plan's uses are consistent with the applicable Airport Master Plan, California State Aeronautics Act and CALUPH standards and guidelines, as well as the City's safety and noise standards.</p>
<p>Policy 8.1.4: SP-2, San Luis Ranch (Dalidio) Specific Plan Area. The project site should be developed as a mixed use project that maintains the agricultural heritage of the site, provides a commercial/ office transition to the existing commercial center to the north, and provides a diverse housing experience. Protection of the adjacent creek and a well-planned integration into the existing circulation system will be required.</p> <p>The specific plan for this area should consider and address the following land use and design issues:</p> <ol style="list-style-type: none"> Provide land and appropriate financial support for development of a Prado Road connection. Appropriate land to support road infrastructure identified in the Final Project EIR (overpass or interchange) at this location shall be dedicated as part of any proposal and any area in excess of the project's fair share of this facility shall not be included as part of the project site area used to calculate the required 50% open space. Circulation connections to integrate property with surrounding circulation network for all modes of travel. Connection to Froom Ranch and Calle Joaquin, if proposed, shall not bifurcate on-site or neighboring agricultural lands. Any connection to Calle Joaquin shall be principally a secondary / emergency access by design. Development shall include a transit hub. Developer shall work with transit officials to provide express connections to Downtown area. Maintain agricultural views along Highway 101 by maintaining active agricultural uses on the site, 	<p><u>Potentially Consistent</u>. The project would allow for mixed-use development on the San Luis Ranch property, providing a commercial transition to the existing commercial center to the north, which may include neighborhood retail, restaurants, offices, and a hotel. The project includes a range of housing types, from detached single-family units to attached multi-family dwellings. The agricultural heritage of the site would be protected by preserving approximately 53 acres of the site in agricultural cultivation and building an Agricultural Heritage Facilities & Learning Center intended to promote the education of local residents and agritourism. The project would dedicate approximately 7.67 4 acres of internal open space, primarily along the Prefumo Creek and Cerro San Luis Channel, which would reduce permanent adverse impacts to riparian habitat along these corridors. In addition, the project would be consistent with items a through n in Policy 8.1.4:</p> <ol style="list-style-type: none"> The project would be required to provide or pay fair share



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<p>and maintain viewshed of Bishop Peak and Cerro San Luis.</p> <p>f. Maintain significant agricultural and open space resources on site (see Policy 1.13.8.B). Land dedicated to Agriculture shall be of size, location and configuration appropriate to maintain a viable, working agricultural operation.</p> <p>g. Where buffering or transitions to agricultural uses are needed to support viability of the agricultural use, these shall be provided on lands not counted towards the minimum size for the agriculture / open space component. Provide appropriate transition to agricultural uses on-site.</p> <p>h. Integrate agricultural open space with adjacent SLO City Farm and development on property.</p> <p>i. Site should include walkable retail and pedestrian and bicycle connections to surrounding commercial and residential areas.</p> <p>j. Commercial and office uses shall have parking placed behind and to side of buildings so as to not be a prominent feature.</p> <p>k. Neighborhood Commercial uses for proposed residential development shall be provided.</p> <p>l. Potential flooding issues along Prefumo Creek need to be studied and addressed without impacting off-site uses.</p> <p>m. All land uses proposed shall be in keeping with safety parameters described in this General Plan or other applicable regulations relative to the San Luis Obispo Regional Airport.</p> <p>n. Historic evaluation of the existing farm house and associated structures shall be included. This specific plan shall meet the following performance standards.</p>	<p>fees for an extension of Prado Road and an overpass or interchange connection for Prado Road. Refer Section 4.11, <i>Transportation and Circulation</i>.</p> <p>b, c. The proposed circulation system would connect the project site with surrounding multi-modal facilities, including the Bob Jones Regional Bicycle Trail, and would not bifurcate the site or neighboring agricultural lands.</p> <p>d. The Specific Plan includes a transit center that would provide direct transit access between the site and downtown San Luis Obispo.</p> <p>e-h. Development would be clustered to the west to preserve agricultural views along U.S. 101. Approximately 53 acres of land would be preserved for working agricultural operations on-site. Agricultural land would be preserved next to existing farmland at the San Luis Obispo City Farm.</p> <p>i. The project would establish links in the City's Bicycle Transportation Plan, constructing a segment of the Bob Jones Regional Bicycle Trail and providing a connection from Laguna Lake area neighborhoods and businesses along Madonna Road to the southern portion of the City Limits at Froom Ranch Way.</p> <p>j. The Specific Plan does not include any standards for the placement of parking associated with commercial and office uses; however, site-specific commercial development on the project site would be required to adhere to this policy.</p> <p>k. As shown in Figure 2-5 in Section 2.0, <i>Project Description</i>, the proposed zoning for the Specific Plan Area would allow Neighborhood Commercial uses on the northeast portion of the site.</p> <p>l. As described in Section 4.4, <i>Biological Resources</i>, the project would have a potentially significant but mitigable impact on sensitive habitats, including riparian areas such as Prefumo Creek and its tributaries. Mitigation Measures BIO-2(a) through BIO-2(c) would ensure that potential habitat impacts would remain less than significant.</p> <p>m. Refer to discussion of Land Use Element Policy 7.4.</p> <p>n. As described in Section 4.5, <i>Cultural Resources</i>, a Cultural Resources Study was prepared for the project site in October 2016, and includes a historic evaluation of the San Luis Ranch Complex and associated structures</p>																																													
<table border="1"> <thead> <tr> <th>Type</th> <th>Designations Allowed</th> <th>% of Site</th> <th>Minimum</th> <th>Maximum</th> </tr> </thead> <tbody> <tr> <td>Residential</td> <td>LDR, MDR, MHDR, HDR</td> <td></td> <td>350 units</td> <td>500 units</td> </tr> <tr> <td>Commercial</td> <td>NC, CC</td> <td></td> <td>50,000 sf</td> <td>200,000 sf</td> </tr> <tr> <td>Office/High tech</td> <td>O</td> <td></td> <td>50,000 sf</td> <td>150,000 sf</td> </tr> <tr> <td>Hotel/Visitor-serving</td> <td></td> <td></td> <td></td> <td>200 rooms</td> </tr> <tr> <td>Parks</td> <td>PARK</td> <td></td> <td>5.8 acres</td> <td></td> </tr> <tr> <td>Open Space/Agriculture</td> <td>OS, AG</td> <td>Minimum 50%¹</td> <td></td> <td>No maximum</td> </tr> <tr> <td>Public</td> <td>n/a</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Infrastructure</td> <td>n/a</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Type	Designations Allowed	% of Site	Minimum	Maximum	Residential	LDR, MDR, MHDR, HDR		350 units	500 units	Commercial	NC, CC		50,000 sf	200,000 sf	Office/High tech	O		50,000 sf	150,000 sf	Hotel/Visitor-serving				200 rooms	Parks	PARK		5.8 acres		Open Space/Agriculture	OS, AG	Minimum 50% ¹		No maximum	Public	n/a				Infrastructure	n/a				
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<p>1. The City Council may consider allowing a portion of required open space to be met through off-site dedication provided:</p> <ol style="list-style-type: none"> A substantial multiplier for the amount of open space is provided for the off-site property exchanged to meet the on-site requirement; and Off-site land is of similar agricultural and visual value to the community; and Off-site land is protected through an easement, dedication or fee title in perpetuity for agriculture/open space. 																																														



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Plan, Policy, or Regulation	Consistency Analysis
	<p>(Appendix G).</p> <p>As shown in Table 2-3 in Section 2.0, <i>Project Description</i>, the proposed land uses would be generally consistent with the performance standards described in Land Use Element Policy 8.1.4.</p> <p>Approximately 53 acres of prime farmland would be preserved on-site. The project also includes a commitment to procure an off-site agricultural conservation easement/deed restriction, such that the equivalent of 50 percent of the site acreage would be preserved.</p> <p>However, only 3.4 acres of parks would be provided, which is lower than the minimum of 5.8 acres required by the performance standards described in Land Use Element Policy 8.1.4. However, as described in Section 4.11, Recreation, with payment of the City's required parkland in-lieu fees to ensure compliance with the policies and performance standards in the City's General Plan as part of the project, impacts associated with parks and recreational facilities would be less than significant.</p>
<p>Policy 10.4: Encouraging Walkability. The City shall encourage projects which provide for and enhance active and environmentally sustainable modes of transportation, such as pedestrian movement, bicycle access, and transit services.</p>	<p><u>Potentially Consistent</u>. The project would provide for a walkable community by constructing a segment of the Bob Jones Regional Bicycle Trail and providing a connection from Laguna Lake area neighborhoods and businesses along Madonna Road to the southern portion of the City Limits at Froom Ranch Way. The project also would create interior bicycle trails and lanes, including a Class I Bike Trail and Class II Bike lanes, and complete a segment of the Bob Jones Regional Bicycle Trail.</p>
Circulation Element	
<p>Policy 3.1.6: Service Standards. The City shall implement the following service standards for its transit system and for development that is proximate to the transit network:</p> <p>A. Routes, schedules and transfer procedures of the City and regional transit systems should be coordinated to encourage use of buses.</p> <p>B. In existing developed areas, transit routes should be located within 1/4 mile of existing businesses or dwellings.</p>	<p><u>Potentially Consistent</u>. The project would include a transit center that would provide transit access between the San Luis Ranch Specific Plan Area and downtown San Luis Obispo. The location of the proposed transit center would be coordinated with SLO Transit and the Regional Transit Authority upon submittal of individual project plans. In</p>



**Table 4.9-1
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Plan, Policy, or Regulation	Consistency Analysis															
<p>C. In City expansion areas, employment-intensive uses or medium, medium-high or high density residential uses should be located within 1/8 mile of a transit route. D. The spacing of stops should balance patron convenience and speed of operation. Policy 3.1.7: Transit Service Access. New development should be designed to facilitate access to transit service.</p>	<p>addition, revised San Luis Obispo Transit bus routes through the project site would be coordinated with the City based on an analysis of expected demand.</p>															
<p>Policy 4.1.4: New Development. The City shall require that new development provide bikeways, secure bicycle storage, parking facilities and showers consistent with City plans and development standards. When evaluating transportation impacts, the City shall use a Multimodal Level of Service analysis.</p>	<p><u>Potentially Consistent</u>. Refer to discussion of Land Use Element Policy 10.4 for a discussion of proposed bikeways on the project site. As discussed in Chapter 6 of the Specific Plan, new development on the project site would provide both short-term and secure long-term bicycle parking facilities.</p>															
<p>Policy 5.1.2: Sidewalks and Paths. The City should complete a continuous pedestrian network connecting residential areas with major activity centers as well as trails leading into City and county open spaces. Policy 5.1.4: Pedestrian Access. New or renovated commercial and government public buildings shall provide convenient pedestrian access from nearby sidewalks and pedestrian paths, separate from driveways and vehicle entrances.</p>	<p><u>Potentially Consistent</u>. The Specific Plan would connect with the City's park and open space system through bike paths and pedestrian trails. The project would provide for a continuous pedestrian network by constructing a segment of the Bob Jones Regional Bicycle Trail and providing a connection from Laguna Lake area neighborhoods and businesses along Madonna Road to the southern portion of the City Limits at Froom Ranch Way. Streets in the project site would also devote space to multi-modal access, including pedestrian access, and collector streets would have landscaped parkways at least six feet total on each side of the road.</p>															
<p>Policy 6.1.2: Multimodal Level of Service (LOS) Objectives, Service Standards, and Significance Criteria. The City shall strive to achieve level of service objectives and shall maintain level of service minimums for all four modes of travel; Pedestrians, Bicyclists, Transit, & Vehicles per Table 2 and the Highway Capacity manual.</p> <table border="1" data-bbox="184 1122 1228 1321"> <thead> <tr> <th>Travel Mode</th> <th>LOS Objective</th> <th>Minimum LOS Standard</th> </tr> </thead> <tbody> <tr> <td>Bicycle</td> <td>B</td> <td>D</td> </tr> <tr> <td>Pedestrian</td> <td>B</td> <td>C</td> </tr> <tr> <td>Transit</td> <td>C</td> <td>Baseline LOS or LOD D, whichever is lower</td> </tr> <tr> <td>Vehicle</td> <td>C</td> <td>E (Downtown), D (All Other Routes)</td> </tr> </tbody> </table>	Travel Mode	LOS Objective	Minimum LOS Standard	Bicycle	B	D	Pedestrian	B	C	Transit	C	Baseline LOS or LOD D, whichever is lower	Vehicle	C	E (Downtown), D (All Other Routes)	<p><u>Potentially Inconsistent</u>. The <i>Multimodal Transportation Impact Study</i> (Appendix L) evaluated projected transportation impact conditions associated with development of the project. As discussed in Section 4.12 <i>Transportation and Circulation</i>, traffic conditions for automobile and bike, pedestrian and transit LOS were evaluated under project conditions near term (2023) and cumulative (2035) conditions. Mitigation Measures in Section 4.12, <i>Transportation</i>, have been included to reduce potential impacts to regional vehicle and multimodal traffic to the maximum extent feasible. However, as described in Section 4.12, <i>Transportation</i>, impacts associated with multimodal level of service standards at several study area intersections under Existing Plus Project, Near-Term Plus Project, and Cumulative Plus Project conditions were found to remain</p>
Travel Mode	LOS Objective	Minimum LOS Standard														
Bicycle	B	D														
Pedestrian	B	C														
Transit	C	Baseline LOS or LOD D, whichever is lower														
Vehicle	C	E (Downtown), D (All Other Routes)														



**Table 4.9-1
 Consistency with City of San Luis Obispo General Plan**

Plan, Policy, or Regulation	Consistency Analysis
<p>Policy 15.1.2. Development Along Scenic Routes. The City will preserve and improve views of important scenic resources from streets and roads. Development along scenic roadways should not block views or detract from the quality of views.</p> <p>A. Projects, including signs, in the viewshed of a scenic roadway should be considered as "sensitive" and require architectural review.</p> <p>B. Development projects should not wall off scenic roadways and block views.</p> <p>C. As part of the city's environmental review process, blocking of views along scenic roadways should be considered a significant environmental impact.</p> <p>D. Signs along scenic roadways should not clutter vistas or views.</p> <p>E. Street lights should be low scale and focus light at intersections where it is most needed. Tall light standards should be avoided. Street lighting should be integrated with other street furniture at locations where views are least disturbed. However, safety priorities should remain superior to scenic concerns.</p> <p>F. Lighting along scenic roadways should not degrade the nighttime visual environment and night sky per the City's Night Sky Preservation Ordinance.</p>	<p>significant and unavoidable with mitigation.</p> <p>Potentially Consistent. The project would involve development adjacent to U.S. 101, which is eligible for designation as a State scenic highway and is identified in the City's General Plan as a scenic corridor. The project would cluster development on the northern portion of the project site while preserving approximately 53 acres of prime farmland on-site in perpetuity, as well as approximately 7.67.4 acres in parks and open space adjacent to the highway. As discussed in Impact AES-1 in Section 4.1, <i>Aesthetics</i>, commercial development in the northeast corner of the site would be adjacent to and highly visible from U.S. 101; however, the outside of the commercial area facing the highway would be partially blocked from view by landscape screening. Background views from the east would continue to be visible at the same extent as they are currently, as the heights of the proposed structures would not project above the existing tree line to the west or the existing development to the north. As a result, scenic views of Cerro San Luis and the Irish Hills would remain visible from U.S. 101.</p>
Housing Element	
<p>Policy 2.4. Encourage housing production for all financial strata of the City's population, in the proportions shown in the Regional Housing Needs Allocation, for the 2014 - 2019 planning period. These proportions are: extremely low income, 12 percent, very low income, 12 percent; low income, 16 percent; moderate income, 18 percent; and above moderate income, 42 percent.</p> <p>Policy 4.1. Within newly developed neighborhoods, housing that is affordable to various economic strata should be intermixed rather than segregated into separate enclaves. The mix should be comparable to the relative percentages of extremely low, very-low, low, moderate and above-moderate income households in the City's quantified objectives.</p> <p>Policy 4.2. Include both market-rate and affordable units in apartment and residential condominium projects and intermix the types of units. Affordable units should be comparable in size, appearance and basic quality to market-rate units.</p> <p>Policy 5.3. Encourage the development of housing above ground-level retail stores and offices to provide housing opportunities close to activity centers and to use land efficiently.</p> <p>Policy 5.4. In general, housing developments of twenty (20) or more units should provide a variety of dwelling types, sizes or forms of tenure.</p>	<p>Potentially Consistent. The proposed mixed-use development would include 580 residential units including affordable housing, in accordance with the City requirements. Proposed housing types would range from single-family homes to high-density multi-family housing. Different forms of housing tenure would be allowed on-site, including homes and condominiums for purchase and apartments for rent.</p> <p>Commercial building height restrictions would limit the opportunity for vertically mixed-use development. However, the project would provide residential development in close proximity to office and retail uses, and the range of residential densities would allow for work-live opportunities.</p>



**Table 4.9-1
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<p>Policy 3.2: Discourage the removal or replacement of housing affordable to extremely low, very-low, low- and moderate income households, and avoid permit approvals, private development, municipal actions or public projects that remove or adversely impact such housing unless such actions are necessary to achieve General Plan objectives and: (1) it can be demonstrated that rehabilitation of lower-cost units at risk of replacement is financially or physically infeasible, or (2) an equivalent number of new units comparable or better in affordability and amenities to those being replaced is provided, or (3) the project will correct substandard, blighted or unsafe housing; and (4) removal or replacement will not adversely affect housing which is already designated, or is determined to qualify for designation as a historic resource.</p>	<p><u>Potentially Consistent</u>. The proposed mixed-use development would include 580 residential units including affordable housing, in accordance with the City requirements. By providing units that are affordable by design, the Specific Plan would increase the supply of affordable housing in the City without displacing or adversely impacting existing affordable units.</p>
<p>Policy 7.4. Within expansion areas, new residential development should be an integral part of an existing neighborhood or should establish a new neighborhood, with pedestrian and bicycle linkages that provide direct, convenient and safe access to adjacent neighborhoods, schools and shopping areas. Policy 7.7. The physical design of neighborhoods and dwellings should promote walking and bicycling and preserve open spaces and views.</p>	<p><u>Potentially Consistent</u>. Refer to discussion of Land Use Element Policy 10.4 for a discussion of proposed pedestrian and bicycle linkages to adjacent destinations. In addition, open spaces and views would be preserved adjacent to U.S. 101.</p>
<p>Policy 7.5. The creation of walled-off residential enclaves, or of separate, unconnected tracts, is discouraged because physical separations prevent the formation of safe, walkable, and enjoyable neighborhoods.</p>	<p><u>Potentially Consistent</u>. As shown in Figure 2-8 in Section 2.0, <i>Project Description</i>, the Specific Plan’s vehicular circulation network does not include avoid cul-de-sacs or dead end streets. No neighborhood separation walls are proposed.</p>
<p>Policy 8.1. Encourage housing development that meets a variety of special needs, including large families, single parents, disabled persons, the elderly, students, veterans, the homeless, or those seeking congregate care, group housing, single-room occupancy or co-housing accommodations, utilizing universal design.</p>	<p><u>Potentially Consistent</u>. The project includes housing types at a variety of densities, which range in number of rooms, size, and configuration of units to accommodate different household needs. All proposed development would be constructed in compliance with applicable accessibility standards.</p>
<p>Policy 9.2. Residential site, subdivision, and neighborhood designs should be coordinated to make residential sustainability work. Some ways to do this include: A) Design subdivisions to maximize solar access for each dwelling and site. B) Design sites so residents have usable outdoor space with access to both sun and shade. C) Streets and access ways should minimize pavement devoted to vehicular use. D) Use neighborhood retention basins to purify street runoff prior to its entering creeks. Retention basins should be designed to be visually attractive as well as functional. Fenced-off retention basins should be avoided. E) Encourage cluster development with dwellings grouped around significantly-sized, shared open space in return for City approval of smaller individual lots. F) Treat public streets as landscaped parkways, using continuous plantings at least six feet wide and where feasible, median planters to enhance, define, and to buffer residential neighborhoods of all</p>	<p><u>Potentially Consistent</u>. The project includes open space, parks, and other recreational opportunities intended to provide area residents with access to usable outdoor space. Streets in the project site would devote space to multi-modal access, minimizing pavement devoted to vehicular use. Development would be clustered in the northern portion of the site to preserve agricultural land and open space on approximately half of the project site. In addition, collector streets would have landscaped parkways at least six feet total on each side of the road, and landscaped medians would be constructed on From Ranch Way and some local streets.</p>



**Table 4.9-1
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densities from the effects of vehicle traffic.	As discussed in Section 4.8 <i>Hydrology and Water Quality</i> , best Management Practices and Low Impact Development strategies are utilized to retain and filter storm water.
Policy 11.2. Prevent new housing development on sites that should be preserved as dedicated open space or parks, on sites subject to natural hazards such as unmitigatable geological or flood risks, or wild fire dangers, and on sites subject to unacceptable levels of man-made hazards or nuisances, including severe soil contamination, airport noise or hazards, traffic noise or hazards, odors or incompatible neighboring uses.	<u>Potentially Consistent</u> . The Specific Plan would not involve development on existing dedicated open space or parks. The project would preserve approximately 53 acres of project site in agriculture and open space. As discussed in Section 4.14, <i>Issues Addressed in the Initial Study</i> ; Section 4.7, <i>Hazards and Hazardous Materials</i> ; Section 4.10, <i>Noise</i> ; Section 4.12, <i>Transportation and Circulation</i> , and Section 4.3, <i>Air Quality</i> , the project would not result in significant hazards related to geology and soils, flooding, wildfire, man-made hazards, traffic, or odors after implementation of Mitigation Measures HAZ-4, HAZ-5(a), HAZ-5(b), and HAZ-6.



**Table 4.9-1
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Plan, Policy, or Regulation					Consistency Analysis
Noise Element					
Policy 1.3. New Development Design and Transportation Noise Sources. New noise-sensitive development shall be located and designed to meet the maximum outdoor and indoor noise exposure levels of Table 1.					<p><u>Potentially Consistent</u>. As discussed in Section 4.10 <i>Noise</i>, the project would not result in any long-term noise impacts associated with transportation noise sources or stationary noise sources, with incorporation of Mitigation Measures N-4(a), N-4(b) and N-5(a) through N-5(d).</p>
	Outdoor Activity Areas	Indoor Spaces			
Land Use	L _{dn} or CNEL, in dB	L _{dn} or CNEL, in dB	L _{eq} in dB	L _{max} in dB	
Residences, hotels, motels, hospitals, nursing homes	60	45	-	60	
Theaters, auditoriums, music halls	-	-	35	60	
Churches, meeting halls, office building, mortuaries	60	-	45	-	
Schools, libraries, museums	-	-	45	60	
Neighborhood parks	65	-	-	-	
Playgrounds	70	-	-	-	
Policy 1.4. New Transportation Noise Sources. Noise created by new transportation noise sources, including road, railroad, and airport expansion projects, shall be mitigated to not exceed the levels specified in Table 1 for outdoor activity areas and indoor spaces of noise-sensitive land uses which were established before the new transportation noise source.					
Policy 1.6. New Development and Stationary Noise Sources. New development of noise-sensitive land uses may be permitted only where location or design allow the development to meet the standards of Table 2, for existing stationary noise sources.					
Policy 1.7. New or Modified Stationary Noise Sources. Noise created by new stationary; noise sources, or by existing stationary noise sources which undergo modifications that may increase noise levels, shall be mitigated to not exceed the noise level standards of Table 2, for lands designated for noise-sensitive uses. This policy does not apply to noise levels associated with agricultural operations.					
Policy 1.8. Preferred Noise Mitigation Approaches. When approving new development of noise-sensitive uses or noise sources, the City will require noise mitigation in the descending order of					<p><u>Potentially Consistent</u>. As discussed in Section 4.10, <i>Noise</i>, a mitigation measures are identified for short-term and long-</p>



**Table 4.9-1
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<p>desirability shown below. For example, when mitigating outdoor noise exposure, providing distance between source and recipient is preferred to providing berms and walls. Before using a less desirable approach, the applicant must show that more desirable approaches are not effective or that it is not practical to use the preferred approaches consistent with other design criteria based on the General Plan.</p> <p>1.8.1. Mitigating Noise Sources.</p> <p>A. Arrange activity areas on the site of the noise-producing project so project features, such as buildings containing uses that are not noise-sensitive, shield neighboring noise-sensitive uses;</p> <p>B. Limit the operating times of noise-producing activities;</p> <p>C. Provide features, such as walls, with a primary purpose of blocking noise.</p> <p>1.8.2. Mitigating Outdoor Noise Exposure.</p> <p>A. Provide distance between noise source and recipient;</p> <p>B. Provide distance plus planted earthen berms;</p> <p>C. Provide distance and planted earthen berms, combined with sound walls;</p> <p>D. Provide earthen berms combined with sound walls;</p> <p>E. Provide sound walls only;</p> <p>F. Integrate buildings and sound walls to create a continuous noise barrier.</p> <p>1.8.3. Mitigating Indoor Noise Exposure.</p> <p>A. Achieve indoor noise level standards assuming windows are open</p> <p>B. Achieve indoor noise level standards assuming windows must be closed (this option requires air conditioning or mechanical ventilation in buildings.)</p>	<p>term noise impacts. These include Mitigation Measures N-1 (a) through N-1(g), which address temporary construction noise, as well as Mitigation Measures N-4(a), N-4(b) and N-5(a) through N-5(d), which address long-term operational noise, including roadways and stationary sources of noise. These measures prioritize noise reduction through setbacks where feasible. Other mitigation measures identify interior noise reduction construction materials in addition to sound barriers.</p>
<p>Policy 1.10: Existing and Cumulative Impacts. The City will consider the following mitigation measures where existing noise levels significantly impact existing noise-sensitive land uses, or where cumulative increases in noise levels resulting from new development significantly impact existing noise-sensitive land uses (See also Chapter 2 of the Land Use Element, concerning residential neighborhoods).</p> <p>A. Rerouting traffic onto streets that can maintain desired levels of service, consistent with the Circulation Element, and which do not adjoin noise-sensitive land uses.</p> <p>B. Rerouting trucks onto streets that do not adjoin noise-sensitive land uses.</p> <p>C. Constructing noise barriers.</p> <p>D. Lowering traffic speeds through street or intersection design methods (see also the Circulation Element).</p> <p>E. Retrofitting buildings with noise-reducing features.</p> <p>F. Establishing financial programs, such as low cost loans to owners of noise-impacted property, or establishment of developer fees to pay for noise mitigation or trip reduction programs.</p>	<p><u>Potentially Consistent.</u> As discussed in Section 4.10 <i>Noise</i>, project construction would represent a temporary source of noise to sensitive receptors adjacent to the project site and along the route used by haul trucks. Mitigation Measures N-1 (a) through N-1(g) require implementation of noise reduction devices and techniques during construction, and would reduce noise associated with on- and off-site construction activity to the maximum extent feasible. In addition, implementation of Mitigation Measures N-4(a) and N-4(b) would ensure that HVAC and delivery/garbage truck noise would not exceed the City's maximum noise standards at adjacent residences on the project site. Furthermore, construction techniques described in Mitigation Measure N-5(a) would ensure that interior noise levels would not exceed the City's interior standard in proposed residential, hotel, and office uses and Mitigation Measures N-5(b) through N-5(d) would ensure that the City's exterior noise standard of 60 dBA CNEL would be achieved at affected land uses in the</p>



**Table 4.9-1
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	Specific Plan Area. Implementation of these measures would also ensure that the project's contribution to cumulative noise impacts in the vicinity would be less than significant
Conservation and Open Space Element	
Air Policies	
Policy 2.2.4. Promote walking, biking and use of public transit to reduce dependency on motor vehicles. City actions shall seek to reduce dependency on gasoline- or diesel powered motor vehicles and to encourage walking, biking and public transit use.	Potentially Consistent. The Specific Plan would connect with the City's park and open space system with convenient access through the various bike paths and pedestrian trails and complete a segment of the Bob Jones Regional Bicycle Trail. The Specific Plan includes a transit center that would provide direct transit access between the site and downtown San Luis Obispo, Additional neighborhood-serving commercial would further reduce dependence on motor vehicles.
Cultural Heritage Policies	
Policy 3.3.2: Demolitions. Historically or architecturally significant buildings shall not be demolished or substantially changed in outward appearance, unless doing so is necessary to remove a threat to health and safety and other means to eliminate or reduce the threat to acceptable levels are infeasible. Policy 3.3.3: Historical Documentation. Buildings and other cultural features that are not historically significant but which have historical or architectural value should be preserved or relocated where feasible. Where preservation or relocation is not feasible, the resource shall be documented and the information retained in a secure but publicly accessible location. An acknowledgment of the resource should be incorporated within the site through historic signage and the reuse or display of historic materials and artifacts.	Potentially Inconsistent. As described in Section 4.5 <i>Cultural Resources</i> , existing structures on the site are individually eligible for historic designation. The project includes the adaptive reuse and relocation of the existing main residence and the historic former spectators' barn/viewing stand to new locations on the site. Mitigation Measure CR-1(a) would reduce impacts to these historic resources to the maximum extent feasible. Demolition of the historic main barn, which is part of the San Luis Ranch Complex, would conflict with Conservation and Open Space Element Policies 3.3.1 and 3.3.2. Salvageable materials from the main barn are proposed to be reused to the greatest extent possible. Mitigation Measures CR-1(b) and CR-1(c) would reduce significant direct impacts to the remainder of the historically significant San Luis Ranch Complex to the maximum extent feasible. However, the potential impact to these historic resources would remain significant and unavoidable.
Policy 3.5.1: Archaeological resource protection. The City shall provide for the protection of both known and potential archaeological resources. To avoid significant damage to important archaeological sites, all available measures, including purchase of the property in fee or easement, shall be explored at the time of a development proposal. Where such measures are not feasible and	Potentially Consistent. As described in Section 4.5 <i>Cultural Resources</i> , archaeological resources that have been identified on the project site are ineligible for listing in the CRHR and NRHP, and disturbance of these resources



**Table 4.9-1
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<p>development would adversely affect identified archaeological or paleontological resources, mitigation shall be required pursuant to the Archaeological Resource Preservation Program Guidelines.</p> <p>Policy 3.5.2: Native American sites. All Native American cultural and archaeological sites shall be protected as open space wherever possible.</p> <p>Policy 3.5.5: Archaeological resources present. Where a preliminary site survey finds substantial archaeological resources, before permitting construction, the City shall require a mitigation plan to protect the resources. Possible mitigation measures include: presence of a qualified professional during initial grading or trenching; project redesign; covering with a layer of fill; excavation, removal and curation in an appropriate facility under the direction of a qualified professional.</p>	<p>would not constitute a significant impact. The potential remains for the project to result in impacts to previously unidentified archaeological resources. The Native American scoping did not identify any identify any specific resources important to the consulted groups within the project site. However, several contacts noted that the area is sensitive. Unanticipated discovery of human remains during project excavation would comply with Health and Safety Code Section 7050.5 and PRC Sections 5097.94 and 5097.98 to ensure that these would be addressed appropriately by the County Coroner and NAHC (if required).</p>
Energy Policies	
<p>Policy 4.3.4: Use of energy efficient, renewable energy sources. The City will promote the use of cost effective, renewable, non-depleting energy sources wherever possible, both in new construction projects and in existing buildings and facilities.</p> <p>Policy 4.3.6: Energy efficiency and Green Building in new development. The City shall encourage energy-efficient “green buildings” as certified by the U.S. Green Building Council’s LEED (Leadership in Energy and Environmental Design) Program or equivalent certification, as further described in Chapter 5.5.7.</p> <p>Policy 4.6.8: Energy-efficient project design. Encourage energy-efficient project design by emphasizing use of daylight and solar exposure, shading and natural ventilation, as opposed to designing a particular image and relying on mechanical systems to maintain functionality and comfort. Educate City staff, citizen advisers, developers and designers on ways to exceed minimum State energy standards.</p>	<p><u>Potentially Consistent</u>. The Specific Plan would include the following construction techniques for energy conservation:</p> <ul style="list-style-type: none"> • Meeting or exceeding Title 24 standards • Natural lighting and ventilation • High R-value insulation • Energy-efficient HVAC systems and appliances • Noise reduction • Water usage reduction <p>In addition, guidelines for commercial, office, and hotel design state that the lighting plan should incorporate current energy-efficient fixtures and technology, and design standards call for energy-efficient windows.</p>
<p>Policy 4.4.1: Pedestrian- and bicycle-friendly design. Residences, work places and facilities for all other activities will be located and designed to promote travel by pedestrians and bicyclists. (Also see the Land Use and Circulation Elements)</p>	<p><u>Potentially Consistent</u>. Refer to discussion of Land Use Element Policy 10.4 for a discussion of proposed pedestrian and bicycle linkages to adjacent destinations.</p>
Materials Policies	
<p>Policy 5.5.8: Recycling Facilities in New Development. During development review, the City shall require facilities in new developments to accommodate and encourage recycling.</p>	<p><u>Potentially Consistent</u>. Consistent with the City’s Source Reduction and Recycling Element, the Specific Plan design would accommodated recycling facilities on the project site and would include a solid waste reduction plan for recycling discarded construction materials with the building permit application. The project would also include facilities for recycling to reduce the waste stream generated by operation of the project.</p>



**Table 4.9-1
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Natural Communities Policies	
<p>Policy 7.3.1 (A through D): Protect Listed Species. The City will comply with state and federal requirements; the City will protect listed species through its actions on: land-use designations; development standards; development applications; location, design, construction and maintenance of creeks, City roads and facilities; and on land that the City owns or manages. Additionally, the City may approve a project where mitigation requires relocation of a species if there is no practicable alternative.</p>	<p><u>Potentially Consistent</u>. As described in Section 4.4, <i>Biological Resources</i>, Mitigation Measures BIO-1(a) through BIO-1(h) would ensure that the project would not result in unavoidable impacts on candidate, sensitive, or special status species that may occur on the project site.</p>
<p>Policy 7.3.2: Species of local concern. The City will:</p> <p>A. Maintain healthy populations of native species in the long term, even though they are not listed for protection under State or Federal laws. These “species of local concern” are at the limit of their range in San Luis Obispo, or threats to their habitat are increasing.</p> <p>B. Identify the location, habitat and buffer needs of species of local concern. This information will be developed by qualified people early in the planning and development review process. (These species are listed in Appendix A [to the Conservation and Open Space Element], which may be revised by the City’s Natural Resources Manager or other biological resource professional upon public notice. Anyone may nominate species for the list.)</p> <p>C. Protect species of local concern through: its actions on land use designations, development standards, development applications; the location, design, construction and maintenance of City facilities; land that the City owns or manages.</p> <p>D. Encourage individuals, organizations and other agencies to protect species of local concern within their areas of responsibility and jurisdiction.</p> <p>E. Protect sensitive habitat, including creeks, from encroachment by livestock and human activities.</p>	<p><u>Potentially Consistent</u>. As described in Section 4.4, <i>Biological Resources</i>, the project would have a potentially significant but mitigable impact on sensitive habitats, including riparian areas. Mitigation Measures BIO-2(a) through BIO-2(c) would ensure that potential habitat impacts would remain less than significant.</p> <p>Refer to discussion of Conservation and Open Space Element Policy 7.3.1 for a discussion of the project’s potential impacts and mitigation for candidate, sensitive, or special status species that may occur on the project site.</p>
<p>Policy 7.3.3: Wildlife habitat and corridors. Continuous wildlife habitat, including corridors free of human disruption, shall be preserved and where necessary, created by interconnecting open spaces, wildlife habitat and corridors. To accomplish this, the City will:</p> <p>A. Require public and private developments, including public works projects, to evaluate animal species and their movements within and through development sites and create habitats and corridors appropriate for wildlife.</p> <p>B. Plan for connectivity of open spaces and wildlife habitat and corridors using specific area plans, neighborhood plans, subdivision maps or other applicable planning processes, consistent with Open Space Guidelines.</p> <p>C. Coordinate with San Luis Obispo County and adjoining jurisdictions, federal and state agencies such as Caltrans to assure regional connectivity of open space and wildlife corridors.</p> <p>D. Preserve and expand links between open spaces and creek corridors, as shown in Figure 3.</p>	<p><u>Potentially Consistent</u>. Refer to discussion of Conservation and Open Space Element Policy 7.3.2 for a discussion of habitat protection, and sensitive species protection measures.</p> <p>In addition, as discussed in Section 4.4 <i>Biological Resources</i>, the open agricultural lands on the project site do not provide a corridor between other non-disturbed habitat. Impacts to Prefumo Creek would be temporary, and this existing wildlife corridor would not be removed or narrowed. Therefore, no permanent impacts to wildlife movement are expected.</p>
<p>Policy 7.5.1: Protection of Significant Trees. Significant trees, as determined by the City Council upon the recommendation of the Tree Committee, Planning or Architectural Review Committee, are those making substantial contributions to natural habitat or to the urban landscape due to their species, size, or rarity. Significant trees, particularly native species, shall be protected. Removal of significant trees</p>	<p><u>Potentially Consistent</u>. As discussed in Section 4.4, <i>Biological Resources</i>, the project would result in potential impacts to Great Blue Heron and Monarch Butterflies due removal of the on-site eucalyptus trees which serve as</p>



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shall be subject to the criteria and mitigation requirements in Chapter 8.6.3. Oak Woodland communities in the Greenbelt and in open space areas shall be protected.	overwintering habitat for these species. Mitigation Measures BIO-1(f), BIO-1(h), and BIO-2(b) would ensure that impacts to significant trees and the habitat they provide would remain less than significant.
Policy 7.5.2: Use of Native California plants in urban landscaping. Landscaping should incorporate native plant species, with selection appropriate for location.	<u>Potentially Consistent</u> . Design guidelines for residential and commercial areas in the Specific Plan call for landscaping that incorporates native plant species, in addition to edible and other drought-tolerant plants.
Policy 7.5.3: Heritage Tree Program. The City will continue a program to designate and help protect “heritage trees.”	<u>Potentially Consistent</u> . As discussed in Section 4.14, <i>Issues Addressed in the Initial Study</i> , No heritage trees have been identified in the project area.
Policy 7.5.5: Soil Conservation and Landform modification. Public and private development projects shall be designed to prevent soil erosion, minimize landform modifications to avoid habitat disturbance and conserve and reuse onsite soils.	<u>Potentially Consistent</u> . The Specific Plan includes Low Impact Development and best management practices to minimize landform modifications, avoid habitat disturbance, and conserve and reuse on-site soils.
Policy 7.7.6 Replace Invasive, Non-Native Vegetation with Native Vegetation. The City and private development will protect and enhance habitat by removing invasive, non-native vegetation that detracts from habitat values and by replanting it with native California plant species. The Natural Resources Manager will prioritize projects and enlist the help of properly trained volunteers to assist in non-native vegetation removal and replanting when appropriate.	<u>Potentially Consistent</u> . Several eucalyptus trees that border the developed area on the west and along Prefumo Creek would be subject to cutting or thinning for development. Direct impacts to species that rely on this habitat if the species are present at the time of removal. As required in Mitigation Measure BIO-1(f), as eucalyptus trees senesce, they shall be replaced with native species. Native trees and shrubs shall also be used to supplement gaps in canopy or act as windbreaks.
Policy 7.7.7: Preserve Ecotones. Condition or modify development approvals to ensure that “ecotones,” or natural transitions along the edges of different habitat types, are preserved and enhanced because of their importance to wildlife. Natural ecotones of particular concern include those along the margins of riparian corridors, marshlands, vernal pools and oak woodlands where they transition to grasslands and other habitat types.	<u>Potentially Consistent</u> . The project site currently supports limited ecotones as it primarily consists of open agricultural fields, which border native habitats along Prefumo Creek. Regular cultivation and other agricultural practices generally eliminate habitat for burrowing animals, amphibian and reptile species. Conservation and Open Space Element Policy 8.3.2 requires buffers between resources and urban uses using techniques such as planting and wildlife-compatible fencing. Mitigation for sensitive species and habitats included in Section 4.4, <i>Biological Resources</i> , would address this policy.



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<p>Policy 7.7.8: Protect Wildlife Corridors. Condition development permits in accordance with applicable mitigation measures to ensure that important corridors for wildlife movement and dispersal are protected. Features of particular importance to wildlife include riparian corridors, wetlands, lake shorelines, and protected natural areas with cover and water. Linkages and corridors shall be provided to maintain connections between habitat areas.</p>	<p><u>Potentially Consistent</u>. Refer to discussion of Land Use Element Policies 1.13.8, 2.3.7, and 2.3.10.</p>
<p>Policy 7.7.9: Creek Setbacks. As further described in the zoning regulations (Section 17.16.025), the City will maintain creek setbacks to include: an appropriate separation from the physical top of bank, the appropriate floodway as identified in the Flood Management Policy, native riparian plants or wildlife habitat and space for paths called for by any city-adopted plan. In addition, creek setbacks should be consistent with the following:</p> <ul style="list-style-type: none"> • The following items should be no closer to the wetland or creek than the setback line: buildings, streets, driveways, parking lots, aboveground utilities, and outdoor commercial storage or work areas. • Development approvals should respect the separation from creek banks and protection of floodways and natural features identified in Part A above, whether or not the setback line has been established. • Features which normally would be outside the creek setback may be permitted to encroach where there is no practical alternative, to allow reasonable development of a parcel, consistent with the Conservation and Open Space Element. • Existing bridges may be replaced or widened, consistent with policies in this Element. Removal of any existing bridge or restoration of a channel to more natural conditions will provide for wildlife corridors, traffic circulation, access, utilities and reasonable use of adjacent properties. 	<p><u>Potentially Consistent</u>. Refer to the discussion under Conservation and Open Space Element Policy 7.3.3 Wildlife habitat and corridors above.</p>
Open Space Policies	
<p>Policy 8.3.1: Open space within the urban area. The City will preserve the areas listed in Goal 8.2.2, and will encourage individuals, organizations, and other agencies to do likewise. The City will designate these areas as Open Space or Agriculture in the General Plan.</p>	<p><u>Potentially Consistent</u>. Refer to the discussion of Land Use Element Policy 1.4 above.</p>
<p>Policy 8.3.2: Open Space Buffers. When activities close to open space resources within or outside the urban area could harm them, the City will require buffers between the activities and the resources.</p>	<p><u>Potentially Consistent</u>. Refer to discussion of Open Space and Conservation Element Policy 7.7.7.</p>
<p>Policy 8.6.3.: Required Mitigation. Loss or harm shall be mitigated to the maximum extent feasible. Mitigation must at least comply with Federal and State requirements. Mitigation shall be implemented and monitored in compliance with State and Federal requirements, by qualified professionals, and shall be funded by the project applicant. Any development that is allowed on a site designated as Open Space or Agriculture, or containing open space resources, shall be designed to minimize its impact on open space values on the site and on neighboring land. 1. Hillside development shall comply with the standards of the Land Use Element, including minimization of grading for structures and access, and use of building forms, colors, and landscaping</p>	<p><u>Potentially Consistent</u>. Although development under the Specific Plan would convert existing prime agricultural land on-site, development would be clustered to minimize impacts to agriculture and open space. The project would preserve approximately 53 acres of prime farmland on-site in perpetuity, as well as approximately 7.67 4 acres in parks and open space along Prefumo Creek and Cerro San Luis Channel, while urban development would occur in the northwest portion of the site. The agricultural preserve and</p>



**Table 4.9-1
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<p>that are not visually intrusive. (See also Chapter 9.2.1)</p> <p>2. Creek corridors, wetlands, grassland communities, other valuable habitat areas, archaeological resources, agricultural land, and necessary buffers should be within their own parcel, rather than divided among newly created parcels (Figure 8). Where creation of a separate parcel is not practical, the resources shall be within an easement. The easement must clearly establish allowed uses and maintenance responsibilities in furtherance of resource protection.</p> <p>3. The City will encourage the County not to create new parcels within the greenbelt, with the exception of those permitted under the County’s agriculture cluster incentive. Outside of cluster districts, allowed parcel sizes within the greenbelt should be no smaller, and the number of dwellings allowed on a parcel should be no greater than as designated in the September 2002 San Luis Obispo Area Plan and related County codes.</p>	<p>open space would be located adjacent to the SLO City Farm, minimizing impacts on the open space values of that neighboring property. In addition, the Specific Plan would not involve hillside development or the creation of new parcels within the greenbelt.</p> <p>As discussed in Section 4.2 <i>Ag Resources</i>, Mitigation Measure AG-1 would reduce the impacts associated with the conversion of Prime Farmland consistent with the intent of Land Use Element Policy 1.9.2 and Conservation and Open Space Element Policy 8.6.3.</p>
<p>Policy 8.7.2.C Enhance and Restore Open Space. Remove invasive, non-native species in natural habitat areas, and prevent the introduction or spread of invasive, non-native species and pathogens.</p>	<p><u>Potentially Consistent</u>. Refer to discussion of Open Space and Conservation Policies 7.7.6 and 8.3.2. In addition, project specific BMPs including maintenance activities during the monitoring period, including weed removal and irrigation as appropriate.</p>
<p>Views Policies</p>	
<p>Policy 9.1.1: Preserve Natural and Agricultural Landscapes. The City will implement the following policies and will encourage other agencies with jurisdiction to do likewise:</p> <p>A. Natural and agricultural landscapes that the City has not designated for urban use shall be maintained in their current patterns of use.</p> <p>B. Any development that is permitted in natural or agricultural landscapes shall be visually subordinate to and compatible with the landscape features. Development includes, but is not limited to buildings, signs (including billboard signs), roads, utility and telecommunication lines and structures. Such development shall:</p> <ol style="list-style-type: none"> 1. Avoid visually prominent locations such as ridgelines, and slopes exceeding 20 percent. 2. Avoid unnecessary grading, vegetation removal, and site lighting. 3. Incorporate building forms, architectural materials, and landscaping, that respect the setting, including the historical pattern of development in similar settings, and avoid stark contrasts with its setting. 4. Preserve scenic or unique landforms, significant trees in terms of size, age, species or rarity, and rock outcroppings. <p>C. The City’s non-emergency repair, maintenance, and small construction projects in highly visible locations, such as hillsides and downtown creeks, where scenic resources could be affected, shall be subject to at least “minor or incidental” architectural review.</p>	<p><u>Potentially Consistent</u>. The project site is currently designated for future urban use under the City’s Land Use Element. Agricultural land and open space would be clustered adjacent to U.S. 101 to preserve views of these landscapes. No development would occur on visually prominent locations, such as ridgelines. As discussed in Impact AES-2 in Section 4.1, <i>Aesthetics</i>, the design features of development in the project site would be consistent with the visual character of surrounding residential and commercial land uses. Development on-site would remove scenic resources by thinning groves of mature eucalyptus trees that shield views from Madonna Road and nearby residences. With the removal of these trees, residents would foreground views of high-density residential development. However, implementation of Mitigation Measure AES-4(a) <u>BIO-2(b)</u> would require replacement of trees <u>on-site where feasible, which would in order to screen development from neighbors’ views.</u> With maturity, these trees would mitigate for the loss of scenic resources.</p>



**Table 4.9-1
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<p>Policy 9.1.4: Streetscapes and Major Roadways. In the acquisition, design, construction or significant modification of major roadways (highways/regional routes and arterial streets), the City will promote the creation of “streetscapes” and linear scenic parkways or corridors that promote the City’s visual quality and character, enhance adjacent uses, and integrate roadways with surrounding districts. To accomplish this, the City will:</p> <ul style="list-style-type: none"> A. Establish streetscape design standards for major roadways. B. Encourage the creation and maintenance median planters and widened parkway plantings. C. Retain mature trees in the public right-of-way. D. Emphasize the planting and maintenance of California Native tree species of sufficient height, spread, form and horticultural characteristics to create the desired streetscape canopy, shade, buffering from adjacent uses, and other desired streetscape characteristics, consistent with the Tree Ordinance or as recommended by the Tree Committee or as approved by the Architectural Review Commission. E. Encourage the use of water-conserving landscaping, street furniture, decorative lighting and paving, arcaded walkways, public art, and other pedestrian-oriented features to enhance the streetscape appearance, comfort and safety. F. Encourage and where possible, require undergrounding of overhead utility lines and structures. 	<p><u>Potentially Consistent</u>. The project does not include modification of any major roadways (highways/regional routes and arterial streets). Mitigation described in Section 4.12, <i>Transportation</i>, would require the project to pay its fair-share contribution toward the development of an interchange or overcrossing at Prado Road and U.S. 101. This improvement would be required to comply with all applicable City standards for streetscape design, plantings, tree protection, landscaping, and utility lines in structures at the time the improvement is completed.</p>
<p>Policy 9.2.1: Views to and from public places, including scenic roadways. The City will preserve and improve views of important scenic resources from public places, and encourage other agencies with jurisdiction to do so. Public places include parks, plazas, the grounds of civic buildings, streets and roads, and publicly accessible open space. In particular, the route segments shown in Figure 11 are designated as scenic roadways.</p> <ul style="list-style-type: none"> A. Development projects shall not wall off scenic roadways and block views. B. Utilities, traffic signals, and public and private signs and lights shall not intrude on or clutter views, consistent with safety needs. C. Where important vistas of distant landscape features occur along streets, street trees shall be clustered to facilitate viewing of the distant features. D. Development projects, including signs, in the viewshed of a scenic roadway shall be considered “sensitive” and require architectural review. <p>Policy 9.3.6: View blockage along scenic highways. Determine that view blockage along scenic roadways is a significant impact.</p>	<p><u>Potentially Consistent</u>. The proposed Specific Plan proposes to maintain agriculture and open space along U.S. 101, reducing the visual change from this high scenic value corridor. The proposed commercial and residential development would be visually consistent with adjacent land uses to the north and west. Views from Madonna Road would change substantially with the replacement of the existing eucalyptus trees with multi-family residential development. However, based on surrounding development on the south side of Madonna Road, viewer expectations along this roadway are generally of suburban and commercial uses. The proposed multi-family residential development along this approximately 800-foot segment of Madonna Road would be consistent with the surrounding development along the south side of the roadway, and would provide a visual transition from suburban residential uses west of the project site frontage to commercial uses east of the project site frontage. Also refer to the discussion of Policy 9.1.1 with regard to views of scenic resources and views from U.S. 101. Where proposed commercial development would obstruct foreground views from the highway, implementation of Mitigation Measure AES-1(b)</p>



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	<p>would require landscaping to screen commercial structures from public view. In addition, the ARC would review and approve the design for proposed buildings, examining the layout, building design, its relationship to the neighborhood in which it would be located, landscaping, parking, signage, lighting, and other features affecting the project's appearance.</p>
Water Policies	
<p>Policy 10.2.2: Ahwahnee Water Principles. In planning for its water operations, programs and services, the City will be guided by the Ahwahnee Water Principles and will encourage individuals, organizations, and other agencies to follow these policies:</p> <p>A. Community design should be compact, mixed use, walkable and transit-oriented so that automobile-generated urban runoff pollutants are minimized and the open lands that absorb water are preserved to the maximum extent possible.</p> <p>B. Natural resources such as wetlands, flood plains, recharge zones, riparian areas, open space, and native habitats should be identified, preserved and restored as valued assets for flood protection, water quality improvement, groundwater recharge, habitat, and overall long-term water resource sustainability.</p> <p>C. Water holding areas such as creekbeds, recessed athletic fields, ponds, cisterns, and other features that serve to recharge groundwater, reduce runoff, improve water quality and decrease flooding should be incorporated into the urban landscape.</p> <p>D. All aspects of landscaping from the selection of plants to soil preparation and the installation of irrigation systems should be designed to reduce water demand, retain runoff, decrease flooding, and recharge groundwater.</p> <p>E. Permeable surfaces should be used for hardscape. Impervious surfaces such as driveways, streets, and parking lots should be minimized so that land is available to absorb storm water, reduce polluted urban runoff, recharge groundwater and reduce flooding.</p> <p>F. Dual plumbing that allows grey water from showers, sinks and washers to be reused for landscape irrigation should be included in the infrastructure of new development, consistent with State guidelines.</p> <p>G. Community design should maximize the use of recycled water for appropriate applications including outdoor irrigation, toilet flushing, and commercial and industrial processes. Purple pipe should be installed in all new construction and remodeled buildings in anticipation of the future availability of recycled water.</p> <p>H. Urban water conservation technologies such as low-flow toilets, efficient clothes washers, and more efficient water-using industrial equipment should be incorporated in all new construction and retrofitted in remodeled buildings.</p> <p>I. Ground water treatment and brackish water desalination should be pursued when necessary to maximize locally available, drought-proof water supplies.</p>	<p><u>Potentially Consistent</u>. The Specific Plan would allow for compact, mixed use, walkable, and transit-oriented development, and would preserve open space in riparian areas. As discussed in Section 4.8, <i>Hydrology and Water Quality</i>, landscaping would include native and drought-tolerant plants to reduce water demand. As discussed in Section 4.13, <i>Water Resources</i>, the water supply would be sufficient to serve anticipated water demand in the Specific Plan Area.</p>



**Table 4.9-1
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Plan, Policy, or Regulation	Consistency Analysis
Safety Element	
<p>Policy 2.1. Policy S: Flood Hazard Avoidance and Reduction. E. Within new development areas, such as the potential expansion areas shown in Figure 2 of the Land Use Element, substantial displacement of flood waters should be avoided by:</p> <ol style="list-style-type: none"> 1. Keeping a substantial amount of flood-prone land in the vicinity as open space; 2. Enlarging man-made bottlenecks, such as culverts, which contribute to flood waters backing up from them; 3. Accommodating in such places uses which have relatively low ratios of building coverage to site area, for which shallow flooding of parking and landscape areas would cause minimum damage. 4. Requiring new buildings to be constructed above the 100-year flood level. 	<p><u>Potentially Consistent</u>. As discussed in Impact HWQ-2 in Section 4.8, <i>Hydrology and Water Quality</i>, the Specific Plan Area is located partly within a 100-year floodplain. However, residential development would be located in the portion of the site that is not within the 100-year flood plain. Compliance with local flood management measures including Special Floodplain Management Zone Regulation and the City Waterways Management Plan would minimize the impact of placing structures within the 100-year flood plain.</p>
<p>Policy S 3.0: Adequate Fire Services. Development shall be approved only when adequate fire suppression services and facilities are available or will be made available concurrent with development, considering the setting, type, intensity, and form of the proposed development.</p>	<p><u>Potentially Consistent</u>. As discussed in Section 4.14, <i>Issues Addressed in the Initial Study</i>, the project site would be adequately served by the City's existing fire protection services. The project site is an infill site and not directly adjacent to any wildlands. Project plans would be required to be evaluated by the Fire Marshal and comply with applicable Uniform Fire Code, CBC, and General Plan policies. Additionally, a Fire Flow Analysis was prepared for the project on March 18, 2016 by Cannon and determined that the San Luis Ranch water system would be able to meet the required fire flow and pressures throughout the site.</p>
<p>Policy 4.7. Avoiding Liquefaction Hazards. Development may be located in areas of high liquefaction potential only if a site-specific investigation by a qualified professional determines that the proposed development will not be at risk of damage from liquefaction. The Chief Building Official may waive this requirement upon determining that previous studies in the immediate area provide sufficient information.</p>	<p><u>Potentially Consistent</u>. According to the Safety Element of the City's General Plan, the project site has been identified as being located in an area of very high liquefaction potential. However, as discussed in Section 4.14, <i>Issues Addressed in the Initial Study</i>, Mitigation Measures GEO-1 and GEO-3 require that new buildings and roadway infrastructure are designed to minimize hazards from ground motion and liquefaction.</p>
<p>Policy 5.2: Minimizing Hazardous Materials Exposure. People's exposure to hazardous substances should be minimized.</p>	<p><u>Potentially Consistent</u>. The proposed residential and commercial land uses included in the San Luis Ranch Specific Plan would not involve the transport, use, or disposal of substantial amounts of hazardous substances. Enforcement of the Hazardous Materials Transportation Act, laws and regulations to track and manage the safe interstate transportation of hazardous materials and waste, and rapid response by local agencies would ensure that hazards to the</p>



**Table 4.9-1
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	public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment and/or associated with hazardous emissions or materials near schools would remain less than significant. Additionally, with implementation of Mitigation Measures HAZ-4, AG-3, HAZ-5(a), HAZ-5(b) and HAZ-6, impacts related to exposure to residual agricultural chemicals, PCE , and NOA would be reduced to a less than significant level.
<p>Policy S 6.0: Exposure to Electromagnetic Fields. Land-use decisions should avoid prolonged exposure of people to strong electromagnetic fields. Appropriate uses for areas under or next to high-voltage power transmission lines are agriculture, floodwater detention, roads, parking, materials storage, and parks and greenways with low-intensity use. Residential yards may be located along but outside of high-voltage power transmission line easements. School buildings and playgrounds, residential buildings, and work places should be set back from high-voltage power transmission lines. The amount of setback will be a matter of judgment, considering the space available in which to locate uses within the site being planned.</p> <p>Policy S 6.1: Notification to Buyers Near Electromagnetic Fields. When land containing major sources of electromagnetic fields, such as power transmission lines, is subdivided, the City will determine if a condition will be imposed requiring notification of prospective buyers that a source of electromagnetic fields exists and that studies have raised concerns about long-term exposure.</p>	<p><u>Potentially Consistent</u>. As discussed in Section 4.14, <i>Issues Addressed in the Initial Study</i>, there are overhead transmission lines in the vicinity of the project site. However, these lines are elevated such that they are not close enough to pose a risk to residents and other users of the project site associated with electromagnetic fields.</p>
<p>Policy S 7.0: Uses in the Airport Land Use Plan Area. Development should be permitted only if it is consistent with the requirements of the California State Aeronautics Act (Public Utilities Code §21670, et. seq.), guidance from the California Airport Land Use Planning Handbook, other related federal and state requirements relating to airport land use compatibility planning, and the San Luis Obispo County Regional Airport Land Use Plan unless the City overrules a determination of inconsistency in accordance with Section 21676.5 et. seq. of the Public Utilities Code. Prospective buyers of property that is subject to airport influence should be so informed.</p>	<p><u>Potentially Consistent</u>. Refer to the discussion of Land Use Element Policies 7.3 through 7.5 with regard to airport land use compatibility and compliance with applicable regulations. As discussed in Impact LU-4, although the project would conflict with the ALUP's density standards, based on this analysis the 2014 Airport Land Use Compatibility Report, airport land use planning impacts to future residents and commercial employees or patrons the project would be consistent with the City's Airport Safety Zones. The Specific Plan's uses are consistent with the applicable Airport Master Plan, California State Aeronautics Act and CALUPH standards and guidelines, as well as the City's safety and noise standards related to the airport.</p>



**Table 4.9-1
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Policy 9.13. Emergency Access and Evacuation. Substantial development will be allowed only where multiple routes of road access can be provided, consistent with other General Plan policies on development location and open space protection. "Substantial development" means industrial, commercial, and institutional uses, multifamily housing, and more than ten single-family dwellings. "Multiple routes" include vehicle connections that provide emergency access only, as well as public and private streets.	<u>Potentially Consistent.</u> As discussed in Impact HAZ-5 in Section 4.7, <i>Hazards and Hazardous Materials</i> , the San Luis Ranch development includes a circulation plan that would ensure adequate public and emergency vehicular access.
Parks and Recreation Element	
Policy 3.13.1. The City shall develop and maintain a park system at the rate of 10 acres of parkland per 1,000 residents. Five acres shall be dedicated as a neighborhood park. The remaining five acres required under the 10 acres per 1000 residents in the residential annexation policy may be located anywhere within the City's park system as deemed appropriate. Policy 3.14.4. New significant residential developments and annexations, shall provide sufficient athletic fields to meet the demands of the youth who will reside in the development.	<u>Potentially Consistent.</u> The Specific Plan would include playground and recreational spaces to serve residents. Refer to Section 4.12, <i>Recreation</i> .
Policy 3.15.1. San Luis Obispo residents shall have access to a neighborhood park within .5 to 1.0 mile walking distance of their residence.	<u>Potentially Consistent.</u> The project includes a central park area that would provide residents with access to a park within 0.5 to 1.0 mile walking distance.
Policy 3.15.3. All residential annexation areas shall provide developed neighborhood parks at the rate of 5 acres per 1000 residents. Policy 5.0.2. For annexation areas, at least 10 acres of developed parkland for each 1000 new residents shall be provided by the developer.	<u>Potentially Consistent.</u> The Specific Plan would comply with the City's neighborhood park requirement. Refer to Section 4.12, <i>Recreation</i> .
Policy 3.20.6. Open space and parks shall be connected where possible by trails or bike paths.	<u>Potentially Consistent.</u> As shown in Figure 2-8 in Section 2.0, <i>Project Description</i> , proposed parks in the project site would be connected by an internal multi-modal network that includes trails and bike paths.
Water and Wastewater Element	
Policy A 5.2.5. Paying for Water for New Development. New development shall pay its proportionate or "fair share" for water supplies, expanded treatment and distribution system capacity and upgrades. Policy B 2.2.3. Wastewater Service for New Development. New development shall pay its proportionate or "fair share" of expanded treatment and collection system capacity and upgrades. New development will only be permitted if adequate capacity is available within the wastewater collection system and/or Water Reclamation Facility.	<u>Potentially Consistent.</u> New development in the Specific Plan area would be required to pay its fair share for the provision of water supplies and water and wastewater infrastructure.
Policy B 2.2.2: Service Capacity. The City's wastewater collection system and Water Reclamation Facility shall support population and related service demands consistent with the General Plan.	<u>Potentially Consistent.</u> The project includes development of water, wastewater, and storm water infrastructure to connect the project to existing City infrastructure. With the proposed infrastructure, the project would be adequately served by the City's sewer and water systems. The City's Water Resource



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	Recovery Facility (WRRF) processes wastewater in accordance with the standards set by the Regional Water Quality Control Board (RWQCB). The WRRF is designed for an average dry weather flow capacity of 5.1 million gallons per day (MGD) and a peak wet weather flow capacity of 22 MGD. The Land Use and Circulation Elements Update EIR determined that the project, in combination with other specific plan development in the City, would generate approximately 0.32 MGD of wastewater or approximately 20 percent of the WRRF dry weather flow capacity and 1.7 percent of the WRRF wet weather flow capacity.



As shown in Table 4.9-1, the project would be potentially inconsistent with San Luis Obispo City General Plan policies designed to protect historical resources, and ensure adequate multimodal transportation levels of service.

Mitigative Components of the Specific Plan and Impact Conclusion. The San Luis Ranch Specific Plan includes a mix of residential, commercial, and office uses while preserving substantial areas of open space and agriculture on a 131.3-acre property. The project site is currently outside the City, but within its Sphere of Influence and Urban Reserve Line, and would require annexation. The Specific Plan and related actions would allow for the development of the San Luis Ranch area as identified in the City's General Plan as Special Focus Area SP-2. The intent is for the project to be consistent with the development parameters described in the General Plan. The Specific Plan is potentially consistent with most principles and policies found in the City's General Plan, with incorporation of mitigation measures included in Section 4.0, *Environmental Impact Analysis*. However, it is also inconsistent with some of the principles and policies, specifically Land Use Element Policy 1.10.4 (Design Standards), ~~Land Use Element Policy 8.1.4 (SP 2, San Luis Ranch (Dalidio) Specific Plan Area)~~, and Conservation and Open Space Element 3.3.2 (Demolitions). The physical impacts on the environment associated with Specific Plan implementation are detailed in Section 4.0, *Environmental Impact Analysis*.

Mitigation Measures. Mitigation measures described in Section 4.0, *Environmental Impact Analysis*, would ensure that several potential conflicts between the San Luis Obispo City General Plan and the Specific Plan would be reduced to the maximum extent feasible. The following Mitigation Measures would apply to this impact:

- ~~Section 4.1, Aesthetics: AES 1(a) and AES 1(b)~~
- Section 4.2, *Agricultural Resources*: AG-1, AG-3
- Section 4.4, *Biological Resources*: BIO-1(a) through BIO-1(h) and BIO-2(a) through BIO-2(c)
- Section 4.5, *Cultural Resources*: CR-1(a) through CR-1(c)
- Section 4.7, *Hazards and Hazardous Materials*: HAZ-4, ~~HAZ-5(a), HAZ-5(b)~~, HAZ-6
- Section 4.10, *Noise*: N-1(a) through N-1(g), N-4(a), N-4(b), N-5(a) through N-5(d)
- Section 4.12, *Transportation and Circulation*: T-1(a) through T-1(i), T-2(a) through T-2(j), T-3(a) through T-3(d), T-4, T-5, T-6, T-7, T-8(a) through T-8(g), T-9(a) through T-9(m), T-10(a) through T-10(c)
- Section 4.14, *Issues Addressed in the Initial Study*: GEO-1, GEO-3

Residual Impacts. Implementation of mitigation measures identified in Section 4 of this EIR would reduce impacts to the extent feasible. However, Specific Plan conflicts with Land Use Element Policy 1.10.4 (Design Standards), ~~Land Use Element Policy 8.1.4 (SP 2, San Luis Ranch (Dalidio) Specific Plan Area)~~, and Conservation and Open Space Element Policy 3.3.2 (Demolitions) would remain potentially inconsistent. The City acknowledges the importance and breadth of the potential inconsistencies associated with the Specific Plan by finding them to be Class I, significant and unavoidable impacts.



Threshold 2 Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, clean air plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Impact LU-2 The Specific Plan would be potentially consistent with LAFCO policies for annexation. This impact would be Class II, less than significant with mitigation incorporated.

The San Luis Obispo LAFCO is responsible for reviewing and approving proposed jurisdictional boundary changes in San Luis Obispo County, including the City’s proposed annexation of the San Luis Ranch property from the County. In addition to the requirements of the Cortese-Knox-Hertzberg Act, the San Luis Obispo LAFCO has adopted local policies that it considers in its review of projects. LAFCO policies applicable to the project pertain to the location of land to be annexed, affordable housing, agricultural resources, and public services. The San Luis Obispo LAFCO encourages cities to annex unincorporated islands, prefers urban development within cities, and favors proposals that are supported by a community’s long-range vision for its growth and development. Table 4.9-2 discusses the Specific Plan’s preliminary consistency with applicable LAFCO policies related to city annexations and agricultural land.

**Table 4.9-2
Preliminary Consistency with LAFCO Policies for Annexation and Agricultural Land**

Policy	Consistency Analysis
Policies for City Annexations	
1. The boundaries of a proposed annexation must be definite and certain and must conform to lines of assessment whenever possible.	<u>Potentially Consistent.</u> The proposed annexation would include the area within the existing 131-acre San Luis Ranch property, an agricultural parcel envisioned in the City Land Use Element for agricultural and urban mixed use that is surrounded by incorporated City of San Luis Obispo land
2. The boundaries of an area to be annexed will not result in any areas difficult to serve.	<u>Potentially Consistent.</u> The project site is surrounded by urban development to the north, south, west, and east, which is served by existing City infrastructure. Therefore, the annexed area would not be difficult to serve.
3. There is a demonstrated need for governmental services and controls in the area proposed for annexation.	<u>Potentially Consistent.</u> The proposed mixed-use development would include 580 residential units including affordable housing, 9.5 acres of commercial uses, 3.8 acres of office uses, 3.5 acres of hotel and conference center uses, and 5.7 acres of new and extended roadways. This development would require government services and controls.
4. The municipality has the resources capable of meeting the need for services in the area proposed for annexation and has submitted studies and information documenting its ability to serve.	<u>Potentially Consistent.</u> The project applicant would be required to pay fair share development impact fees that would provide for improved services as necessary. The Specific Plan is consistent with the City’s General Plan and service facilities have been planned to meet the additional service demand. The environmental impacts of such facilities were addressed in the LUCE Update EIR. Additionally, a Fire Flow Analysis has been



**Table 4.9-2
Preliminary Consistency with LAFCO Policies for Annexation and Agricultural Land**

Policy	Consistency Analysis
	prepared for the project and determined that the San Luis Ranch water system would be able to meet the required fire flow and pressures throughout the site. Plans for project-related public improvement will be consistent with the key City financing policies including those concerning impact fees, debt financing, and capital improvements.
5. There is a mutual social and economic community of interest between the residents of the municipality and the proposed territory.	<u>Potentially Consistent.</u> The Specific Plan would assist in meeting the City's needs for market-rate and affordable housing, while providing neighborhood-serving commercial uses.
6. The proposed annexation is compatible with the municipality's general plan. The proposed annexation represents a logical and reasonable expansion of the annexing municipality.	<u>Potentially Consistent.</u> The proposed annexation is supported by the City's long-range vision for its growth and development. It is intended under the City's existing land use designation of San Luis Ranch Specific Plan for the project site, which assumes future annexation of the site. It is also compatible with Land Use Element Policies 1.13.8 and 8.1.4 in the Land Use Element, which assume the development of a mixed-use project and preservation of open space on an annexed project site.
7. The Commission shall determine if a disadvantaged unincorporated community is associated with an application. If a disadvantaged unincorporated community does exist, the procedures for processing the annexation as outlined in the CKH Act shall be implemented.	<u>Potentially Consistent.</u> The project site does not have any existing occupied housing and is not associated with a disadvantaged unincorporated community. As described in Section 4.14, <i>Issues Addressed in the Initial Study</i> , no existing homes or residents would be displaced within the San Luis Ranch Specific Plan area as a result of project implementation
Agricultural Policies	
1. Vacant land within urban areas should be developed before agricultural land is annexed for non-agricultural purposes. 3. In general, urban development should be discouraged in agricultural areas. For example, agricultural land should not be annexed for nonagricultural purposes when feasible alternatives exist. Large lot rural development that places pressure on a jurisdiction to provide services and causes agricultural areas to be infeasible for farming should be discouraged.	<u>Potentially Consistent.</u> While the project would involve annexation of agricultural land for development, the site is already surrounded by urban development to the north, west, and east. Furthermore, the site is not located within the City's greenbelt, which covers agricultural land outside of the urban area. However, development within the Specific Plan Area would be clustered to preserve approximately 53 acres of the site in agricultural use by (refer to Section 4.2, <i>Agricultural Resources</i>).
2. Land substantially surrounded by existing jurisdictional boundaries should be annexed before other lands.	<u>Potentially Consistent.</u> The project site is an unincorporated island that is surrounded on all sides by the City of San Luis Obispo City.
4. The Memorandum of Agreement between a city and the County should be used and amended as needed to address the impacts on and conversion of Agricultural Lands on the fringe of a city.	<u>Potentially Consistent.</u> The property to be annexed is located within the boundaries of the City's Sphere of Influence, as documented by the Memorandum of Agreement between the City and LAFCO which was adopted in 2005. The approach of this memorandum is to ensure close coordination and cooperation between the City and County on the future planning and development of the areas within the City's SOI boundary. Consistent with the memorandum, developers in the Specific Plan area would be required to pay their fair share of mitigation and impact fees.



**Table 4.9-2
Preliminary Consistency with LAFCO Policies for Annexation and Agricultural Land**

Policy	Consistency Analysis
	<p>Mitigation described in Section 4.12, <i>Transportation/Traffic</i>, would require the project to pay its fair-share contribution toward the development of an interchange or overcrossing at Prado Road and U.S. 101. Development projects in the Specific Plan Area would be required to pay school impact fees established to offset potential impacts on school facilities. In addition, impact fees collected at the time building permits are issued would pay for sewer capacity at the City's Water Recovery and Reclamation Facility (WRRF).</p>
<p>5. The continued productivity and sustainability of agricultural land surrounding existing communities should be promoted by preventing the premature conversion of agricultural land to other uses and, to the extent feasible, minimizing conflicts between agricultural and other land uses. Buffers should be established to promote this policy.</p> <p>6. Development near agricultural land should not adversely affect the sustainability or constrain the lawful, responsible practices of the agricultural operations.</p>	<p><u>Potentially Consistent</u>. As discussed in Section 4.2, <i>Agricultural Resources</i>, the project would result in the direct conversion of approximately 56 <u>59</u> acres of prime farmland to non-agricultural use; however, the project would contribute to the protection of agricultural land within the urban reserve by preserving approximately 53 acres of prime farmland on-site in perpetuity, as well as approximately 7.67 <u>7.4</u> acres in parks and open space, and would be consistent with applicable General Plan Land Use Element policies related to agricultural preservation.</p> <p>The Specific Plan would minimize conflicts with existing adjacent agricultural land by preserving farmland adjacent to the SLO City Farm. In addition, the Specific Plan would establish a 72-foot buffer between new residences and agricultural land on the project site. While agricultural buffers are typically 100 feet wide in the County, this buffer is intended to maximize the amount of land available for agricultural cultivation. As discussed in Section 4.2, <i>Agricultural Resources</i>, Mitigation Measure AG-3, Agricultural Conflict Avoidance Measures, includes City-approved measures to reduce availability of public access to agricultural cultivation areas adjacent to the project site (e.g., fencing, signs, etc.).</p>
<p>7. In considering the completeness and appropriateness of any proposal, the Executive Officer and this Commission may require proponents and other interested parties to provide such information and analysis as, in their judgment, will assist in an informed and reasoned evaluation of the proposal in accordance with these policies.</p>	<p><u>Potentially Consistent</u>. The project applicant would provide information to LAFCO as needed to assist its evaluation of the project's agricultural impacts.</p>
<p>8. No change of organization, as defined by Government Code 56021, shall be approved unless it is consistent with the Spheres of Influence of all affected agencies.</p>	<p><u>Potentially Consistent</u>. The project site is located within the City's Sphere of Influence.</p>
<p>9. Where feasible, and consistent with LAFCO policies, non-prime land should be annexed before prime land.</p> <p>10. The Commission will consider feasible mitigation (found in the following guidelines) if a proposal would result in the loss of agricultural land.</p> <p>12. The Commission may approve annexations of prime agricultural land only if mitigation that equates to a</p>	<p><u>Potentially Consistent</u>. Although the project would convert approximately 56 <u>59</u> acres of prime farmland to non-agricultural use within the proposed annexation area, it would the project would contribute to the protection of agricultural land within the urban reserve by preserving approximately 53 acres of prime farmland on-site in perpetuity, and would mitigate for the loss of prime farmland by preserving on-site and off-</p>



**Table 4.9-2
Preliminary Consistency with LAFCO Policies for Annexation and Agricultural Land**

Policy	Consistency Analysis
<p>substitution ratio of at least 1:1 for the prime land to be converted from agricultural use is agreed to by the applicant (landowner), the jurisdiction with land use authority. The 1:1 substitution ratio may be met by implementing various measures:</p> <ol style="list-style-type: none"> Acquisition and dedication of farmland, development rights, and/or agricultural conservation easements to permanently protect farmlands within the annexation area or lands with similar characteristics within the County Planning Area. Payment of in-lieu fees to an established, qualified, mitigation/conservation program or organization sufficient to fully fund the acquisition and dedication activities stated above in 12a. Other measures agreed to by the applicant and the land use jurisdiction that meet the intent of replacing prime agricultural land at a 1:1 ratio. 	<p>site prime farmland (refer to Section 4.2, <i>Agricultural Resources</i>). Approximately 53 acres of prime farmland would be preserved on-site. The project also includes a commitment to procure an off-site agricultural conservation easement/deed restriction, such that the equivalent of 50 percent of the site acreage would be preserved. Mitigation Measure AG-1, Agricultural Conservation, would ensure that for every one acre of Important Farmland (Prime Farmland, Farmland of Statewide Importance, and Unique Farmland) on the site that would be permanently converted to non-agricultural use as a result of project development, one acre of land of comparable agricultural productivity shall be preserved in perpetuity.</p>
<p>11. The Commission encourages local agencies to adopt policies that result in efficient, coterminous and logical growth patterns within their General Plan and Sphere of Influence areas and that encourage protection of prime agricultural land in a manner that is consistent with this Policy.</p>	<p><u>Potentially Consistent.</u> Because the project site is surrounded by incorporated land and bounded by urban developed to the west, north, and east, the proposed annexation would result in an efficient, coterminous, and logical growth pattern. The project would also contribute to the protection of agricultural land within the urban reserve by preserving approximately 53 acres of prime farmland on-site in perpetuity, and by mitigating for the conversion of such land to urban development.</p>
<p>13. Property owners of agricultural lands adjacent to a LAFCO proposal shall be notified when an application is submitted to LAFCO.</p>	<p><u>Potentially Consistent.</u> When the application for annexation is submitted to LAFCO, the property owners of SLO City Farm, which is located adjacent to the project site, would be notified.</p>

As shown in Table 4.9-2, the project would be potentially consistent with LAFCO policies for City annexations and agricultural resources, with implementation of Mitigation Measures AG-1 and AG-3 described in Section 4.2, *Agricultural Resources*. In addition, LAFCO requires demonstration of the availability of an adequate, reliable, and sustainable water supply. As discussed in Impact WR-1 in Section 4.13, *Water Resources*, it is estimated that the project would generate a water demand of 184.7 acre-feet per year (AFY), including implementation of water conservation measures. This water demand would represent 3.0 percent of the City’s current surplus of 7,201 AFY in water supply above current demand levels. Accordingly, the City currently has sufficient water supply to provide potable water to the project.

Mitigative Components of the Specific Plan and Impact Conclusion. Consistent with LAFCO policies, the project site is an unincorporated island surrounded by City land and is designated for future mixed-use development under a specific plan in the City’s General Plan. LAFCO also requires consideration of impacts on affordable housing. By providing for a maximum of 80 units that are affordable by design, the Specific Plan would increase the supply of affordable housing in the City without displacing existing affordable units. In addition, the project includes a commitment to procure an off-site agricultural conservation easement/deed restriction, such that the equivalent of 50 percent of the site acreage would be preserved. Therefore, the project would be consistent with LAFCO’s applicable general policies, and this



impact would be less than significant with implementation of Mitigation Measures AG-1 and AG-3 described in Section 4.2, *Agricultural Resources*.

Mitigation Measures. Mitigation Measures AG-1 and AG-3 described in Section 4.2, *Agricultural Resources*, would ensure that the Specific Plan would not result in conflicts between the San Luis Obispo LAFCO agricultural policies and the Specific Plan. No further mitigation is required in order to reduce this impact to a less than significant level.

Residual Impacts. Implementation of Mitigation Measures AG-1 and AG-3 described in Section 4.2, *Agricultural Resources*, would ensure that this impact would remain less than significant.

Threshold 2	<i>Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, clean air plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?</i>
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Impact LU-3 The Specific Plan would be consistent with the land use strategy in SLOCOG’s 2014 Regional Transportation Plan/Sustainable Communities Strategy. This impact would be Class III, less than significant.

Due to the 131-acre size of the project site and the scale of proposed development, the Specific Plan would be considered a “regionally significant” project that merits analysis for consistency with the regional land use strategy in SLOCOG’s 2014 RTP/SCS. The SCS element of this transportation plan describes the “preferred growth scenario” for the next two decades, as identified by the SLOCOG Board. This scenario is intended to decrease strain on natural resources, reduce the amount of travel and GHG emissions, improve air quality, and promote public health by supplying more efficient options for transportation and housing. Consistent with the preferred growth scenario, the SCS envisions focusing new growth within Target Development Areas (TDAs) in existing urbanized areas. The project site is located within the Central County TDA in the greater San Luis Obispo area, and SCS is generally consistent with the existing General Plan Land Use Element designation for the site.

Mitigative Components of the Specific Plan and Impact Conclusion. The Specific Plan area is part of an existing urbanized area. As a result, the project would allow for efficient development that minimizes increases in vehicle miles traveled (VMT) and associated motor vehicle GHG emissions. The project includes mixed uses and workforce housing to balance jobs and housing. The project also emphasizes bikeways, pedestrian, and transit connections, all of which contribute to reduced VMT. Therefore, the project would be consistent with the land use strategy in the 2014 RTP/SCS, and this impact would be less than significant.

Mitigation Measures. No mitigation is required.

Residual Impacts. This impact would be less than significant without mitigation.



<i>Threshold 2</i>	<i>Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, clean air plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?</i>
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Impact LU-4 The Specific Plan would allow residential and non-residential land uses consistent with density and use restrictions in the City's Airport Safety Zones, which represent the extent of Airport-related safety hazard zones for people residing or working in these areas. The LUCE Update EIR provided substantial evidence that the development of the San Luis Ranch Specific Plan Area under the updated General Plan land use designations would be consistent with ALUP safety and noise standards. The project would not conflict with land use policies intended to prevent airport-related safety hazards. Therefore, this impact would be Class III, less than significant.

As discussed in Impact HAZ-8 in Section 4.7, *Hazards and Hazardous Materials*, the project would result in construction of up to 580 residential units, 150,000 square feet of commercial development, 100,000 square feet of office development, and a 200-room hotel with an associated increase of 1,293 new residents in the vicinity of the approaches to Runway 11-29 at the San Luis Obispo County Regional Airport. The project site is within CALUPH Airport Safety Zones 4 and 6 and ALUP Safety Areas Safety Area S-1b and S-2 (refer to Figures 4.7-1 and 4.7-2 in Section 4.7, *Hazards and Hazardous Materials*).

As shown in Figure 4.7-1 in Section 4.7, *Hazards and Hazardous Materials*, the majority of the project site (approximately 119 acres) is within Safety Area S-1b in the ALUP. Safety Area S-1b identifies an outer approach/departure zone for the airport and allows a maximum non-residential development intensity of 75 persons per acre and a maximum residential development density of 0.2 units per acre. Approximately 16 acres in the northwest portion of the project site is located within Safety Area S-2, which allows six dwelling units per acre with an approved ACOS plan. The proposed residential development within Safety Area S-1b would exceed the ALUP's maximum development intensities for residential and non-residential uses.

The 2014 Airport Land Use Compatibility Report prepared by Johnson Aviation (refer to Appendix I) in support of the City's recent Land Use and Circulation update process and the LUCE Update EIR, analyzed potential airport hazards and includes recommendations to update safety and hazards planning around the Airport based on guidance from the CALUPH and other sources. The CALUPH describes the characteristics of "ideal" safety zones such as "easily definable geometric shapes," a limited number of five or six zones, a distinct progression in the degree of safety risk farther from the runway, providing that "each zone should be as compact as possible." The Land Use Element and associated Airport Safety Zones implement these suggested standards by identifying six revised safety zones that consist of clearly justified and compact geometric shapes that represent distinct progression in the degree of safety risk farther from the runway. These Airport Safety Zones are supported by Land Use Element and Circulation Element policies, programs, and development standards consistent with those guidelines.



As shown in Figure 4.7-2 in Section 4.7, *Hazards and Hazardous Materials*, the southeast portion of the project site along U.S. 101 is located within CALUPH Airport Safety Zones 4 and 6. Airport Safety Zone 4 allows for non-residential development intensity of up to 200 persons per acre and allows for residential infill at up to the average of surrounding residential areas. The project would involve residential development similar in density to existing residential uses to the west and non-residential development similar in density to existing commercial uses to the north. Airport Safety Zone 6 has no limits for non-residential development intensity, but suggests avoidance of large stadiums and similar uses. Airport Safety Zone 6 has no limit for residential development intensity, but suggests consideration of aircraft noise during such development. Consistent with these restrictions, no residential development is proposed within the portion of the project site located in Airport Safety Zone 4 and no residential or commercial development is proposed for the portion of the site in Airport Safety Zone 6. The eastern portion of the project site along U.S. 101 that is within Airport Safety Zone 6 would be preserved for agricultural use. The remainder of the project site is not located with an Airport Safety Zone, as defined by the CALUPH. Therefore, development on the project site would be consistent with the restrictions specified in the CALUPH for the Airport Safety Zones and consistent with additional statewide safety standards for new development evaluated in the LUCE Update EIR.

Although the project would conflict with the ALUP's density standards, it is consistent with the City's Airport Safety Zones. The reasons for this discrepancy in approach to safety zone mapping are related to use of more updated and sophisticated mapping techniques for creation of the CALUPH Airport Safety Zones compared to the ALUP Safety Areas, which were first mapped in 1973 with a limited update in 2005. The City Council found during its review of airport compatibility for the LUCE Update that the 2014 Airport Land Use Compatibility Report (Appendix I) and revised LUCE Update EIR provided substantial evidence in the record that the Airport Safety Zones accurately reflect Airport-related hazard zones as set forth in the CALUPH and supporting federal guidance, and that maps provided in the ALUP did not accurately reflect the actual extent of Airport-related safety zones (Council Agenda Report, City of San Luis Obispo 2014d). For the LUCE Update, the City Council elected to issue an overrule of the ALUP, including planned development in the San Luis Ranch Specific Plan Area, as long as such development was found to be consistent with the Land Use Element Airport policies. Therefore, even though the project would be inconsistent with the ALUP maps, it would be consistent with safety zones and land use restrictions as recommended by the CALUPH and as evaluated in the Johnson Aviation Compatibility Report (Appendix I).

Mitigative Components of the Specific Plan and Impact Conclusion. Section 2.6 of the San Luis Ranch Specific Plan (Appendix B) includes various Airport Compatibility Performance Standards intended to maintain safety of the airspace of the airport and avoid potential airport-related hazards. In addition, because the project would be consistent with the CALUPH Airport Safety Zones, which the City has found represents the actual extent of Airport-related safety hazard zones consistent with direction in the State Aeronautics Act, the FAA Regulations, and guidance provided in the CALUPH, no physical Airport-related safety hazards would occur as result of project implementation. While the project would be subject to review by the ALUC for consistency with the ALUP policies for safety and operations, based on the analysis provided above and substantial evidence in the record provided by the LUCE Update EIR, which is incorporated by reference into this EIR (see Section 1.1.3 of this EIR) and 2014 Airport Land Use Compatibility Report (see Appendix I), airport land use planning impacts in the Specific Plan Area would be less than significant.



Mitigation Measures. No mitigation is required.

Residual Impacts. This impact would be less than significant without mitigation.

d. Cumulative Impacts. The San Luis Ranch Specific Plan would include residential development, commercial uses, including office and retail development, a hotel, and park and open space uses. The Specific Plan would also preserve the equivalent of 50 percent of the Specific Plan Area acreage in agricultural use, including approximately 53 acres within the Specific Plan Area. The proposed uses are consistent with the intent of the goals and policies established within the City's General Plan and Zoning Regulations after implementation of mitigation, and would not cumulatively contribute to the loss of open space or agricultural land beyond that already anticipated in the City's LUCE Update and EIR. The project, in combination with planned buildout of the City of San Luis Obispo under the General Plan, including buildout of previously approved (Margarita and Orcutt) or proposed (San Luis Ranch, Avila Ranch, Madonna) specific plans or development plans, would incrementally contribute to the conversion of City land from rural and agricultural uses to urban uses, and to associated potential land use conflicts. All pending/future projects would be required to adhere by City development regulations and General Plan policies to retain character of the City and mitigate environmental impacts where feasible. In addition, all pending and future projects would be reviewed for consistency with the General Plan and all other applicable regulatory land use actions prior to approval.

Furthermore, the Specific Plan is potentially inconsistent with ALUP development standards for Safety Areas, but as described in Impact LU-4, is not expected to result in airport-related safety hazards consistent with the Caltrans *California Airport Land Use Planning Handbook*, the 2014 Airport Land Use Compatibility Report prepared by Johnson Aviation (refer to Appendix I), and the applicable Airport Safety Zones within the Specific Plan Area. Therefore, the Specific Plan is not expected to cumulatively contribute to potential airport noise and/or safety issues.

As such, cumulative land use impacts would be less than significant with incorporation of the mitigation included in this EIR.



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