

# Appendix G

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Policy Consistency

## Appendix G – Preliminary Policy Consistency

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This section provides a preliminary analysis of the project’s consistency with policies and standards relating to environmental effects in the City of San Luis Obispo General Plan and Airport Area Specific Plan (AASP) that are applicable to the project. Although policy consistency determinations would not result in direct impacts to the physical environment beyond the potential impacts identified and addressed in other sections of this EIR, this discussion is provided for informational purposes.

With respect to each of the identified policies and standards, the project is described as “potentially consistent” (the project could directly implement the policy or would not hinder implementation of the policy) or “potentially inconsistent” (the project could hinder implementation or directly conflicts with of the policy). It should be noted that the discussion below is intended to guide policy interpretation but is not intended to replace the City’s decision-making process. A final determination of the project’s consistency with applicable City policies and standards will be made by City decision-makers when they act on the project.

Refer also to Section 4.1, *Air Quality*, for an analysis of the project’s consistency with the adopted Clean Air Plan, and Section 4.5, *Greenhouse Gas Emissions*, for a discussion of the project’s consistency with applicable greenhouse gas emission (GHG) reduction measures and actions in the City’s Climate Action Plan (CAP).

### **City of San Luis Obispo General Plan**

The City’s General Plan identifies the appropriate location of land uses; the basic design and function of circulation, open space, and infrastructure; as well as public service needs. It consists of eight state-mandated and optional elements: Land Use, Circulation, Housing, Noise, Safety, Conservation and Open Space, Parks and Recreation, and Water and Wastewater.

The General Plan includes policies and programs that provide a general framework for citywide development. Table 1 discusses the project’s consistency with relevant General Plan policies.

**Table 1 City of San Luis Obispo General Plan Policy Consistency**

Policies	Consistency Discussion
<b>Land Use Element</b>	
<p><b>Policy 1.4 Urban Edge Character.</b> The City shall maintain a clear boundary between San Luis Obispo's 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.</p>	<p><b>Potentially Consistent.</b> The project is located just inside the city limit. The project would incorporate on-site landscaping along the perimeter of the site and would leave the northwest portion of the site as open space, which would not degrade or block hillside views to the northeast. In addition, the project will be required to adhere to the City's Community Design Guidelines as well as AASP Community Design standards. Development on the project site would be reviewed by the Tree Committee (TC) and the Architectural Review Committee (ARC).</p>
<p><b>Policy 1.8.6 Wildlife Habitat.</b> The City shall ensure that continuous wildlife habitat – including corridors free of human disruption - are preserved, and, where necessary, created.</p>	<p><b>Potentially Consistent.</b> The project would provide an average setback of 40 feet from Acacia Creek, maintaining wildlife habitat in this riparian corridor.</p>
<p><b>Policy 1.10.4 Design Standards.</b> The City shall require cluster development to:</p> <ol style="list-style-type: none"> <li>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.</li> <li>Be located on other than prime agricultural land and be situated to allow continued agricultural use.</li> <li>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.</li> <li>Preserve historic or archaeological resources.</li> </ol>	<p><b>Potentially Consistent.</b> The project is not located on prime agriculture land, does not contain a historic or archaeological resource, and would not develop building sites within the Acacia Creek corridor.</p>
<p><b>Policy 1.11.2 Residential Growth Rate.</b> The City shall manage the growth of the city's housing supply so that it does not exceed one percent per year, on average, based on thresholds established by Land Use Element Table 3, excluding dwellings affordable to residents with extremely low, very low or low incomes as defined by the Housing Element. This rate of growth may continue so long as the City's basic service capacity is assured. Table 3 shows the approximate number of dwellings and residents which would result from the one percent maximum average annual growth rate over the planning period. Approved specific plan areas may develop in accordance with the phasing schedule adopted by each specific plan provided thresholds established by Table 3 are not exceeded. The City Council shall review the rate of growth on an annual basis in conjunction with the General Plan annual report to ensure consistency with the City's gradual assimilation policy.</p>	<p><b>Potentially Consistent.</b> As described in Section 4.11, <i>Impacts Addressed in the Initial Study</i>, and in Section 5, <i>Other CEQA Required Discussions</i>, the project would induce growth within the City over existing land use, and specifically in the area subject to the AASP. However, this development and future development in the city would be subject to the limitation of one-percent annual growth over five-year increments.</p>

Policies	Consistency Discussion
<p><b>Policy 1.11.4 Non-Residential Growth Rate.</b> Each year, the City Council shall evaluate the actual increase in nonresidential floor area over the preceding five years. The Council shall consider establishing limits for the rate of nonresidential development if the increase in nonresidential floor area for any five-year period exceeds five percent. Any limits so established shall not apply to:</p> <ol style="list-style-type: none"> <li>Changed operations or employment levels, or relocation or ownership change, of any business existing within the City at the time the limit is set;</li> <li>Additional nonresidential floor area within the Downtown core (Figure 4);</li> <li>Public agencies; and</li> <li>Manufacturing, light industrial, research businesses, or companies providing a significant number of head of household jobs.</li> </ol>	<p><b>Potentially Consistent.</b> The City does not have adopted nonresidential growth limits. As described in Section 4.11, <i>Impacts Addressed in the Initial Study</i>, the proposed commercial floor area would result in an estimated net increase of 17 employees which would be expected to come from the existing population in the city or region and would not contribute to new population growth.</p>
<p><b>Policy 1.13.10 Solid Waste Capacity.</b> 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><b>Potentially Consistent.</b> As described in Section 4.11, <i>Impacts Addressed in the Initial Study</i>, estimated solid waste generated by the project would be within the maximum daily permitted capacity of Cold Canyon Landfill, which has a remaining capacity of 13,000,000 cubic yards. Therefore, the landfill would have adequate solid waste disposal capacity to accommodate the project.</p>
<p><b>Policy 2.3.6 Housing and Businesses.</b> The City shall encourage mixed use projects, where appropriate and compatible with existing and planned development on the site and with adjacent and nearby properties. The City shall support the location of mixed use projects and community and neighborhood commercial centers near major activity nodes and transportation corridors / transit opportunities where appropriate.</p>	<p><b>Potentially Consistent.</b> The mixed-use project would include up to 12,500 square feet of commercial-service/office space in addition to the proposed residential units and on-site amenities. The commercial uses would be located in two buildings adjacent to Tank Farm Road and would be compatible with approved neighboring mixed-use developments along Tank Farm Road. The project site is in walking distance to employment and commercial centers, which would reduce VMT.</p>
<p><b>Policy 2.3.7 Natural Features.</b> 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><b>Potentially Consistent.</b> The project would be consistent with Zoning Regulations section 17.70.030 and provide an average setback of 40 feet from Acacia Creek. The setback would avoid significantly affecting the wildlife corridor along Acacia Creek.</p>
<p><b>Policy 2.3.8 Parking.</b> 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><b>Potentially Consistent.</b> Parking would not be located between proposed buildings and Tank Farm Road or Santa Fe Road. Parking would be dispersed throughout the project site and not be concentrated in a large parking lot.</p>
<p><b>Policy 2.3.10 Constraints.</b> 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><b>Potentially Consistent.</b> The project would provide an average setback of 40 feet from Acacia Creek, which would avoid constraints of the riparian corridor.</p>

Policies	Consistency Discussion
<p><b>Policy 3.8.5 Mixed Uses.</b> The City encourages compatible mixed uses in commercial districts.</p>	<p><b>Potentially Consistent.</b> With approval of the project, the project site would be rezoned Service Commercial. The project would introduce compatible multi-family residential and commercial uses in a commercial zoning district.</p>
<p><b>Policy 6.6.3 Amenities and Access.</b> The City shall require new public or private developments 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><b>Potentially Consistent.</b> The project would provide an average setback of 40 feet from Acacia Creek and would provide a pedestrian/bicycle path adjacent to the creek which can be accessed from all areas on the project site. .</p>
<p><b>Policy 6.6.5 Runoff Reduction and Groundwater Recharge.</b> 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><b>Potentially Consistent.</b> As described in Section 4.11, <i>Impacts Addressed in the Initial Study</i>, the project includes open space permeable vegetated areas, bioswales, and an existing on-site retention basin, which would aid in groundwater recharge.</p>
<p><b>Policy 6.6.6 Development Requirements.</b> 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><b>Potentially Consistent.</b> See response under Land Use Element Policy 6.6.5 Runoff Reduction and Groundwater Recharge. As described in Section 4.7, <i>Hydrology and Water Quality</i>, the project would not place structures within the Acacia Creek 100-year floodplain. Site drainage would be captured in six on-site bioretention areas throughout the project site and would drain from west to east toward localized surface bioswales adjacent to Acacia Creek.</p>
<p><b>Policy 6.6.8 Erosion Control Measures.</b> 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><b>Potentially Consistent.</b> As described in Section 4.11, <i>Impacts Addressed in the Initial Study</i>, the project would be required to comply with all state, federal, and City requirements to preserve water quality during construction and operation of the project, which would minimize erosion and sedimentation of Acacia Creek.</p>
<p><b>Policy 6.7.1 Previously Developed Areas.</b> 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><b>Potentially Consistent.</b> As described in Section 4.7, <i>Hydrology and Water Quality</i>, the project would comply with creek setback requirements in Zoning Regulations Section 17.70.030, and no project improvements would not be constructed within the Acacia Creek channel. The project would Implement BMPs in compliance with City and Phase II MS4 Permit drainage and water quality requirements which would ensure on- and off-site flooding would be less than significant. In addition, the project would comply with the City's storm water regulations and not increase discharge to Acacia Creek beyond the allowable 5 percent increase for the 2-year through 100-year storm event.</p>

Policies	Consistency Discussion
<p><b>Policy 7.3 Airport Land Use Plan.</b> 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><b>Potentially Consistent.</b> As discussed in Section 4.6, <i>Hazards, Hazardous Materials, and Safety</i>, no substantial aviation-related safety hazard to residents or commercial employees of patrons within the project site are expected to occur as result of the project. As described in Section 4.7, <i>Land Use and Planning</i>, the project is consistent with the ALUP.</p>
<p><b>Policy 7.4 Airport Safety Zones.</b> 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><b>Potentially Consistent.</b> The project site is located within the City’s ALUP area within Safety Area S-1c. As discussed in Section 4.6, <i>Hazards, Hazardous Materials, and Safety</i>, no substantial aviation-related safety hazard to residents or commercial employees of patrons within the project site are expected to occur as result of the project. As described in Section 4.7, <i>Land Use and Planning</i>, the ALUC has reviewed the project and preliminarily determined that development facilitated under the proposed AASP Amendment and rezone would be consistent with the Draft ALUP.</p>
<p><b>Policy 7.5 Airport Noise Compatibility.</b> 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><b>Potentially Consistent.</b> As described in Section 4.11, <i>Impacts Addressed in the Initial Study</i>, based on updated noise contours collected by RS&amp;H for the San Luis Obispo County Regional Airport, the project site is located outside of the 60 CNEL noise contour from aircraft overflights, and interior noise levels in habitable buildings would not exceed 45 CNEL.</p>
<p><b>Policy 9.5 Urban Heat Effects.</b> The City shall reduce heat effects of urban development by requiring new development to incorporate, as appropriate, features such as reduced hardscape, light or heat reflective roofing, and shade trees.</p>	<p><b>Potentially Consistent.</b> The project’s required creek setbacks, common areas and open space in the northwest corner of the project site would result in 20 percent of the site being vegetated and undeveloped. In addition, the project would be required to comply with Tree Regulations in Chapter 12.24 of the San Luis Obispo Municipal Code, which requires compensatory tree planting for any existing trees removed. The retention of open space and maintenance of on-site trees would reduce urban heat effects from new development.</p>
<p><b>Policy 10.1 Neighborhood Access.</b> All residences should be within close proximity to food outlets including grocery stores, farmers markets, and community gardens.</p>	<p><b>Potentially Consistent.</b> The project site is located within walking distance to the Marigold Shopping Center which has grocery stores, restaurants, and retail.</p>

Policies	Consistency Discussion
<p><b>Policy 10.4 Encourage Walkability.</b> 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><b>Potentially Consistent.</b> The project site is in walking distance to the Mind Body headquarters, SESLOC Federal Credit Union, Marigold Shopping Center, and other commercial and business developments. In addition, the project would provide a bicycle and pedestrian connection to the 650 Tank Farm Road property and an on-site Class I bike path from the Santa Fe Road extension to the Damon-Garcia Sports Fields.</p>
Circulation Element	
<p><b>Policy 2.1.1 Multi-level Programs.</b> The City shall support county-wide and community-based efforts aimed at substantially reducing the number of vehicle trips and parking demand.</p>	<p><b>Potentially Consistent.</b> As described in the Transportation Impact Analysis prepared by Central Coast Transportation Consulting in October 2020 (Appendix B), the project is expected to result in a net decrease in residential vehicle miles traveled (VMT) by introducing residences in proximity to commercial and employment centers.</p>
<p><b>Policy 4.1.4 New Development.</b> 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><b>Potentially Consistent</b> As described in Section 4.11, <i>Impacts Addressed in the Initial Study</i>, the project would implement planned multi-modal transportation improvements in the City’s Circulation Element, including bicycle and pedestrian connections on Tank Farm Road, Santa Fe Road and along Acacia Creek connecting to the Damon-Garcia Sports Fields.</p>
<p><b>Policy 5.1.1 Promote Walking.</b> The City shall encourage and promote walking as a regular means of transportation.</p>	<p><b>Potentially Consistent.</b> See response under Land Use Element Policy 10.4.</p>
<p><b>Policy 5.1.2 Sidewalks and Paths.</b> 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.</p>	<p><b>Potentially Consistent.</b> As described in Section 4.11, <i>Impacts Addressed in the Initial Study</i>, the project would implement planned transportation improvements in the City’s Circulation Element, including sidewalks along the northside of Tank Farm Road which would connect neighboring projects and commercial and employment centers along Broad Street.</p>
<p><b>Policy 15.1.2 Development Along Scenic Routes.</b> The City will preserve and improve views of important scenic resources form streets and roads. Development along scenic roadways should not block views or detract from the quality of views.</p>	<p><b>Potentially Consistent.</b> Tank Farm Road adjacent to the project site has a high scenic value according to the City’s Conservation and Open Space Element. As described in Section 4.11, <i>Impacts Addressed in the Initial Study</i>, the project would modify the foreground and middle ground views from Tank Farm Road by constructing new structures up to three stories in height. However, views from Tank Farm Road to the hillsides west of the project site are partially blocked by existing vegetation along Acacia Creek, and the project would not impact view of these hillsides due to the roadway angle near the project site and the existing vegetation. In addition, hillsides viewed from Tank Farm Road near the project site are not within designated scenic vistas and there are no identified scenic “cones of view” through the project site according to Figure 11 (Scenic Roadways and Vistas) in the Conservation and Open Space Element.</p>

Policies	Consistency Discussion
<b>Housing Element</b>	
<p><b>Policy 5.1.</b> Encourage mixed-use residential/commercial projects in all commercial zones, especially those close to activity centers where compatible with existing and planned surrounding development.</p>	<p><b>Potentially Consistent.</b> The project would introduce a mixed-use development in a commercial zone near employment centers along Tank Farm Road and Broad Street. The proposed land uses would be compatible with approved mixed-use developments on neighboring properties along Tank Farm Road.</p>
<p><b>Policy 7.3.</b> New residential developments should incorporate pedestrian and bicycle linkages that provide direct, convenient and safe access to adjacent neighborhoods, schools, parks, and shopping areas.</p>	<p><b>Potentially Consistent.</b> As described in Section 4.11, <i>Impacts Addressed in the Initial Study</i>, the project would implement planned transportation improvements in the City’s Circulation Element, including sidewalks and bike lanes along Tank Farm Road and an on-site Class I bike path from the Santa Fe Road extension to the Damon-Garcia Sports Fields. The proposed linkages would improve connectivity to nearby neighborhoods, parks, and shopping areas.</p>
<b>Noise Element Policies</b>	
<p><b>Policy 1.4 New Transportation Noise Sources.</b> 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.</p>	<p><b>Potentially Consistent.</b> The project would involve extending Santa Fe Road northward onto the project site, where it would terminate in a cul-de-sac. This extension of Santa Fe Road would accommodate some vehicle trips generated by the project. However, off-site noise-sensitive land uses are not located in the vicinity of the proposed roadway extension. Therefore, the roadway extension would cause excessive noise at sensitive land uses.</p>
<p><b>Policy 1.6 New Development and Stationary Noise Sources.</b> 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.</p>	<p><b>Potentially Consistent.</b> As described in Section 4.9, <i>Noise</i>, the project would not result in the exposure of noise-sensitive land uses to excessive noise levels from stationary noise sources such as heating, ventilation, and air conditioning (HVAC) equipment.</p>
<b>Safety Element</b>	
<p><b>Policy 2.1 Flood Hazard and Avoidance Reduction.</b></p> <ul style="list-style-type: none"> <li>A. The City will develop and carry out environmentally sensitive programs to reduce or eliminate the potential for flooding in previously developed, flood-prone areas of the city.</li> <li>B. The City should allow flood waters to move through natural channels. Flow should be accommodated by removing debris and man-made obstructions. The City recognizes that many natural channels cannot contain runoff from a storm greater than a 25-year event. Areas flooded by storms as large as a 100-year event will be mapped.</li> <li>C. No new building or fill should encroach beyond, or extend over, the top-of-bank of any creek.</li> <li>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:</li> </ul>	<p><b>Potentially Consistent.</b> See response under Land Use Element Policy 6.7.1.</p>



Policies	Consistency Discussion
<ol style="list-style-type: none"> <li>1. Keeping a substantial amount of flood-prone land in the vicinity as open space;</li> <li>2. Enlarging man-made bottlenecks, such as culverts, which contribute to flood waters backing up from them;</li> <li>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.</li> <li>4. Requiring new buildings to be constructed above the 100-year flood level.</li> </ol> <p>G. Development close to creeks shall be designed to avoid damage due to future creek bank erosion. Property owners shall be responsible for protecting their developments from damage caused by future bank loss due to flood flows.</p>	
<p><b>Policy 3 Adequate Fire Service.</b> 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><b>Potentially Consistent.</b> As discussed in Section 4.11, <i>Impacts Addressed in the Initial Study</i>, the project would be required to pay the required Fire Impact Fees and contribute its fair share to the costs of funding City fire services in the southern area of the City prior to issuance of building permits.</p>
<p><b>Policy 7 Uses in the Airport Land Use Plan Area.</b> 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><b>Potentially Consistent.</b> See response under Land Use Element Policy 7.4.</p>
<p><b>Policy 9.13 Emergency Access and Evacuation.</b> 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.</p>	<p><b>Potentially Consistent.</b> As discussed in Section 4.11, <i>Impacts Addressed in the Initial Study</i>, the project would be subject to the SLOFD standards and California Fire Code in all proposed buildings, including installation of fire hydrants, building sprinklers, provision of adequate water supply and pressure, placement of fire extinguishers, provision of adequate fire access to buildings, and other requirements.</p>

Policies	Consistency Discussion
<b>Conservation and Open Space Element</b>	
<p><b>Policy 2.2.2 Health Standards.</b> Air quality should meet State and Federal standards, whichever are more protective, for human health.</p>	<p><b>Potentially Consistent.</b> As described in Section 4.1, <i>Air Quality</i>, modeled emissions of criteria air pollutants during construction and operation of the project would not exceed applicable air quality standards.</p>
<p><b>Policy 2.2.4 Promote walking, biking and use of public transit use to reduce dependency on motor vehicles.</b> City actions shall seek to reduce dependency on gasoline- or diesel powered motor vehicles and to encourage walking, biking and public transit use.</p>	<p><b>Potentially Consistent.</b> See response under Land Use Element Policy 10.4.</p>
<p><b>Policy 3.3.1 Historic Preservation.</b> Significant historic and architectural resources should be identified, preserved and rehabilitated.</p>	<p><b>Potentially Consistent.</b> As described in Section 4.3, <i>Cultural Resources and Tribal Cultural Resources</i>, the project site has no known significant historic or architectural resources, and construction of the project would not adversely affect such resources.</p>
<p><b>Policy 3.4.1 Archaeological Resource Protection.</b> 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 development would adversely affect identified archaeological or paleontological resources, mitigation shall be required pursuant to the Archaeological Resource Preservation Program Guidelines.</p>	<p><b>Potentially Consistent.</b> As described in Section 4.3, <i>Cultural Resources and Tribal Cultural Resources</i>, no known archaeological resources occur on the project site. Nonetheless, the project would be required to implement Mitigation Measures CUL-1(a) and CUL-1(b) for archaeological monitoring and requirements to follow if archaeological resources are discovered during ground disturbance. In addition, Mitigation Measure CUL-2 provides requirements to follow if unanticipated tribal cultural resources are discovered.</p>
<p><b>Policy 3.5.1 Archaeological Resource Protection.</b> 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 development would adversely affect identified archaeological or paleontological resources, mitigation shall be required pursuant to the Archaeological Resource Preservation Program Guidelines.</p>	<p><b>Potentially Consistent.</b> See response under Conservation and Open Space Element Policy 3.4.1.</p>
<p><b>Policy 3.5.2. Native American Sites.</b> All Native American cultural and archaeological sites shall be protected as open space wherever possible.</p>	<p><b>Potentially Consistent.</b> See response under Conservation and Open Space Element Policy 3.4.1.</p>
<p><b>Policy 3.5.3. Non-development Activities.</b> Activities other than development which could damage or destroy archaeological sites, including off-road vehicle use on or adjacent to known sites, or unauthorized collection of artifacts, shall be prohibited.</p>	<p><b>Potentially Consistent.</b> The proposed project does not include activities which would damage archaeological sites. In addition, as described in Section 4.3, <i>Cultural Resources and Tribal Cultural Resources</i>, no known archaeological resources occur on the project site. Construction activities could impact undiscovered resources but the project would be required to implement Mitigation Measures CUL-1(a) and CUL-1(b) for archaeological monitoring and requirements to follow if archaeological resources are discovered during ground disturbance. In addition, Mitigation Measure CUL-2 provides requirements to follow if unanticipated tribal cultural resources are discovered.</p>

Policies	Consistency Discussion
<p><b>Policy 3.5.4 Archaeologically Sensitive Sites.</b> Development within an archaeologically sensitive area shall require a preliminary site survey by a qualified archaeologist knowledgeable in Native American cultures, prior to a determination of the potential environmental impacts of the project.</p>	<p><b>Potentially Consistent.</b> The project site is located within an archaeologically sensitive area and an Archaeological Resources Inventory (ARI), which includes results from a site survey, was prepared. The site survey found no prehistoric cultural materials and two historic-period cultural resources: a portion of a stone quarry and an earthen berm. As discussed in Section 4.3, <i>Cultural Resources and Tribal Cultural Resources</i>, the stone quarry and an earthen berm are not historical resource for the purposes of CEQA. Recommended measures from the ARI are included in Section 4.3, <i>Cultural Resources and Tribal Cultural Resources</i>.</p>
<p><b>Policy 3.5.5. Archaeological Resources Present.</b> 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><b>Potentially Consistent.</b> As described in Section 4.3, <i>Cultural Resources and Tribal Cultural Resources</i>, a site survey concluded no known archaeological resources occur on the project site.</p>
<p><b>Policy 4.3.4 Use of Energy Efficient, Renewable Energy Sources.</b> 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><b>Potentially Consistent.</b> The project would include energy efficiency measures to achieve net-zero energy requirements in the City’s Clean Energy Choice Program for New Buildings.</p>
<p><b>Policy 4.3.6 Energy Efficiency and Green Building in New Development.</b> 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><b>Potentially Consistent.</b> See Response under Conservation and Open Space Element Policy 4.3.4.</p>
<p><b>Policy 4.4.1 Pedestrian and Bicycle-Friendly Design.</b> Residences, work places and facilities for all other activities will be located and designed to promote travel by pedestrians and bicyclists.</p>	<p><b>Potentially Consistent.</b> See response under Land Use Element Policy 10.4.</p>
<p><b>Policy 4.4.3 Compact, High-Density Housing.</b> The City will promote higher-density, compact housing to achieve more efficient use of public facilities and services, land resources, and to improve the jobs/housing balance.</p>	<p><b>Potentially Consistent.</b> The project would develop high-density multi-family housing near an existing employment center.</p>
<p><b>Policy 4.6.8. Energy-efficient Project Design.</b> 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><b>Potentially Consistent.</b> The project would include energy efficiency measures to achieve net-zero energy requirements in the City’s Clean Energy Choice Program for New Buildings.</p>

Policies	Consistency Discussion
<p><b>Policy 7.3.1 Protect Listed Species.</b></p> <ul style="list-style-type: none"> <li>A. The City will identify the location, habitat and buffer needs of species listed for protection. This information will be developed by qualified people early in the planning and development review process.</li> <li>B. The City will establish and maintain records on the location of listed species. The City will maintain, for public use, generalized maps showing known locations of listed species. Specific site information may be kept confidential to protect the resources.</li> <li>C. The City will comply with State and Federal requirements for listed species.</li> <li>D. 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.</li> </ul>	<p><b>Potentially Consistent.</b> As detailed in Section 4.2, <i>Biological Resources</i>, a Biological Resources Assessment and Wet Season Vernal Pool Branchiopod Survey were prepared for the project site which identified location of sensitive species (Appendix D). In addition, Mitigation Measure BIO-1(c) will require additional sensitive species surveys for parcels not owned by the applicant but will have improvements. Mitigation Measures BIO-1(d) through BIO-1(j) would minimize impacts to sensitive species consistent with State and Federal requirements. The project would provide an average setback of 40 feet from Acacia Creek, which would avoid significantly impacting wildlife habitat in the riparian corridor</p>
<p><b>Policy 7.3.3. Wildlife Habitat and Corridors.</b> Continuous wildlife habitat, including corridors free of human disruption, shall be preserved and where necessary, created by interconnecting open spaces, wildlife habitat and corridors.</p>	<p><b>Potentially Consistent.</b> The project would provide an average setback of 40 feet from Acacia Creek, which would avoid significantly impacting wildlife habitat in the riparian corridor.</p>
<p><b>Policy 7.5.2 Use of Native California Plants in Urban Landscaping.</b> Landscaping should incorporate native plant species, with selection appropriate for location</p>	<p><b>Potentially Consistent.</b> Project landscaping will be required to comply with the City’s Community Design Guidelines, which emphasizes native landscaping.</p>
<p><b>Policy 7.7.6 Replace Invasive Nonnative Vegetation with Native Vegetation.</b> 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.</p>	<p><b>Potentially Consistent.</b> See response under Conservation and Open Space Element Policy 7.5.2.</p>
<p><b>Policy 7.7.9 Creek Setbacks.</b> As further described in the Zoning Regulations, 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 (Figure 4). In addition, creek setbacks should be consistent with the following:</p> <ul style="list-style-type: none"> <li>a. The following items should be no closer to the wetland or creek than the setback line: buildings, streets, driveways, parking lots, above-ground utilities, and outdoor commercial storage or work areas</li> <li>b. 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.</li> </ul>	<p><b>Potentially Consistent.</b> See response under Land Use Element Policy 6.7.1.</p>

Policies	Consistency Discussion
<ul style="list-style-type: none"> <li>c. 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.</li> <li>d. 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.</li> </ul>	
<p><b>Policy 9.1.1 Preserve Natural and Agricultural Landscapes.</b> The City will implement the following policies and will encourage other agencies with jurisdiction to do likewise:</p> <ul style="list-style-type: none"> <li>a. Natural and agricultural landscapes that the City has not designated for urban use shall be maintained in their current patterns of use.</li> <li>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:               <ol style="list-style-type: none"> <li>1. Avoid visually prominent locations such as ridgelines, and slopes exceeding 20 percent.</li> <li>2. Avoid unnecessary grading, vegetation removal, and site lighting.</li> <li>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.</li> <li>4. Preserve scenic or unique landforms, significant trees in terms of size, age, species or rarity, and rock outcroppings.</li> </ol> </li> <li>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.</li> </ul>	<p><b>Potentially Consistent.</b> See response under Circulation Element Policy 15.1.2.</p>
<p><b>Policy 9.1.4 Streetscapes and Major Roadways.</b> 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"> <li>A. Establish streetscape design standards for major roadways.</li> <li>B. Encourage the creation and maintenance median planters and widened parkway plantings.</li> </ul>	<p><b>Potentially Consistent.</b> As described in Section 4.11, <i>Impacts Addressed in the Initial Study</i>, the project would implement planned transportation improvements in the City’s Circulation Element, including sidewalks and bike lanes along Tank Farm Road and an on-site Class I bike path from the Santa Fe Road extension. Design elements and landscaping would be consistent with City design guidelines.</p>

Policies	Consistency Discussion
<ul style="list-style-type: none"> <li>C. Retain mature trees in the public right-of-way.</li> <li>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.</li> <li>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.</li> <li>F. Encourage and where possible, require undergrounding of overhead utility lines and structures.</li> </ul>	
<p><b>Policy 9.1.5 View Protection in New Development.</b> The City will include in all environmental review and carefully consider effects of new development, streets and road construction on views and visual quality by applying the Community Design Guidelines, height restrictions, hillside standards, Historical Preservation Program Guidelines and the California Environmental Quality Act and Guidelines.</p>	<p><b>Potentially Consistent.</b> See response under Policy 15.1.2 for discussion of view protection. As discussed in Section 4.11, <i>Impacts Addressed in the Initial Study</i>, the project would comply with the City’s Tree Ordinance and the project would incorporate on-site landscaping along the perimeter of the site. The project would be reviewed by the Tree Committee (TC) and the Architectural Review Committee (ARC), both of which would make recommendations to ensure compliance with design requirements that preserve the visual quality of the site and area.</p>
<p><b>Policy 9.2.1 Views to and from Public Places, Including Scenic Roadways.</b> 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"> <li>a. Development projects shall not wall off scenic roadways and block views.</li> <li>b. Utilities, traffic signals, and public and private signs and lights shall not intrude on or clutter views, consistent with safety needs.</li> <li>c. Where important vistas of distant landscape features occur along streets, street trees shall be clustered to facilitate viewing of the distant features.</li> <li>d. Development projects, including signs, in the viewshed of a scenic roadway shall be considered “sensitive” and require architectural review.</li> </ul>	<p><b>Potentially Consistent.</b> See response under Circulation Element Policy 15.1.2.</p>

Policies	Consistency Discussion
<p><b>Policy 9.2.2 Views to and from Private Development.</b> Projects should incorporate as amenities views from and within private development sites. Private development designs should cause the least view blockage for neighboring property that allows project objectives to be met.</p>	<p><b>Potentially Consistent.</b> The project would replace existing vehicle parking and construction material storage and replacement with buildings up to three stories in height. The project would not remove vegetation within Acacia Creek and would not substantially alter views from neighboring properties. In addition, the project would leave the northwest portion of the site as open space, which would preserve hillside views to the northeast.</p>
<p><b>Policy 10.2.2 Ahwahnee Water Principles.</b> 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> <ol style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ol>	<p><b>Potentially Consistent.</b> The project is a mixed-use development which places residents in close proximity to jobs. Acacia Creek would continue to be used for stormwater runoff and stormwater runoff from the project site would be discharged at the pre-development rate for the 2-year through 10-year storm event. Landscaping would be required to comply with the Water Efficient Landscape Standards and would be low water demand. In addition, the project would extend recycled water infrastructure along the project frontage.</p>

Policies	Consistency Discussion
<ul style="list-style-type: none"> <li data-bbox="212 275 787 415">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.</li> <li data-bbox="212 426 751 541">i. Ground water treatment and brackish water desalination should be pursued when necessary to maximize locally available, drought-proof water supplies.</li> </ul>	
<b>Water and Wastewater Element</b>	
<p data-bbox="204 594 792 709"><b>Policy A5.2.5 Paying for Water for New Development.</b> New development shall pay its proportionate or “fair share” for water supplies, expanded treatment and distribution system capacity and upgrades.</p>	<p data-bbox="837 594 1365 766"><b>Potentially Consistent.</b> As described in Section 4.10, <i>Utilities and Service Systems</i>, the project would increase water demand over the existing land use. Compliance with WWME Policy A 5.2.5 and Mitigation Measure U-1 would require the project to pay its fair share for required capacity.</p>
<p data-bbox="204 779 792 949"><b>Policy B2.2.3 Wastewater Service for New Development.</b> 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 Resource Recovery Facility.</p>	<p data-bbox="837 779 1349 949"><b>Potentially Consistent.</b> As described in Section 4.10, <i>Utilities and Service Systems</i>, the project would increase wastewater demand over the existing land use. Compliance with WWME Policy B 2.2.3 and Mitigation Measure U-2 would require the project to pay its fair share for required capacity.</p>
<b>Parks and Recreation</b>	
<p data-bbox="204 1003 803 1207"><b>Policy 3.13.1 Park System.</b> 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</p>	<p data-bbox="837 1003 1349 1144"><b>Potentially Consistent.</b> As detailed in Section 4.11, <i>Impacts Addressed in the Initial Study</i>, the project would pay parkland in-lieu fees to help finance additional park space, maintenance or equipment in the vicinity, consistent with City goals.</p>
<p data-bbox="204 1220 764 1335"><b>Policy 3.14.4 Sports Fields.</b> New significant residential developments and annexations, shall provide sufficient athletic fields to meet the demands of the youth who will reside in the development.</p>	<p data-bbox="837 1220 1360 1390"><b>Potentially Consistent.</b> The project would provide on-site open space areas as well as a clubhouse. The project site is also located adjacent to Damon-Garcia Sports Complex. In addition, project applicants are required to pay parkland in-lieu fees to help finance additional park space.</p>
<p data-bbox="204 1402 803 1495"><b>Policy 3.15.1 Neighborhood Parks.</b> San Luis Obispo residents shall have access to a neighborhood park within .5 to 1.0 mile walking distance of their residence.</p>	<p data-bbox="837 1402 1349 1461"><b>Potentially Consistent.</b> EA French Park is located less than one mile from the project site.</p>
<p data-bbox="204 1507 808 1591"><b>Policy 3.20.6 Open Space Services and Programs.</b> Open space and parks shall be connected where possible by trails or bike paths.</p>	<p data-bbox="837 1507 1341 1591"><b>Potentially Consistent.</b> The project would provide a pedestrian and bike path which connects to the adjacent Damon-Garcia Sports Complex.</p>



## Airport Area Specific Plan

The AASP provides a comprehensive land use program for the 1,500-acre planning area along with goals, policies, programs, guidelines, and development standards to guide future public and private actions. These actions relate to the area’s physical development, as well as the conservation of open space and natural resources. In addition, the Plan includes detailed information on necessary infrastructure improvements, and a strategy for insuring the Plan’s implementation. Table 2 discusses the proposed project’s consistency with relevant and applicable AASP policies.

**Table 2 Airport Area Specific Plan Policy Consistency**

Policies	Consistency Discussion
<b>Conservation and Resources Management</b>	
<p><b>Policy 3.2.9 Design of Detention Areas.</b> Design on-site drainage detention areas within the Airport Area to support wetlands characteristics, so they will be visually attractive elements of the landscape and components in a system of wildlife habitat, in addition to flood control facilities.</p>	<p><b>Potentially Consistent.</b> The project would include surface bioswales adjacent to Acacia Creek, which would drain toward an existing retention basin in the southeast corner of the site. Bioswales would be vegetated and could provide wildlife habitat.</p>
<p><b>Policy 3.2.11 Impacts from Runoff.</b> Minimize the water-quality impacts associated with run-off from rooftops and paved areas, due to contaminants, temperature changes, velocity changes, and sediment by providing dispersed surface drainage across areas with suitable soil and vegetation whenever feasible, instead of piped or other concentrated drainage from roofs and paved areas directly to creeks.</p>	<p><b>Potentially Consistent.</b> As described in Section 4.11, <i>Impacts Addressed in the Initial Study</i>, the project would be required to comply with all state, federal, and City requirements pertaining to the preservation of water quality during construction and operation of the project. The project would discharge stormwater runoff into Acacia Creek at the pre-development rate as required by the City’s Drainage Master Plan.</p>
<p><b>Policy 3.2.13 Native Bunchgrass.</b> If development or remediation includes disturbance of the native bunchgrass (purple needlegrass) on the northeast corner of the Chevron property, appropriate bunchgrass communities shall be reestablished on site with a replacement ratio, consistent with mitigation adopted with the Chevron EIR.</p>	<p><b>Potentially Consistent.</b> As described in the Biological Resources Assessment (Appendix D), native bunchgrass is not expected to occur on the project site.</p>
<p><b>Policy 3.2.15 Continuous Open Space Corridors.</b> Provide continuous open space corridors linking open space resources within the Airport Area to resources outside of the Airport Area.</p>	<p><b>Potentially Consistent.</b> The project would include a pedestrian and bicycle path along a preserved riparian corridor and open space in the northwest corner of the project site and would connect to the Damon-Garcia Sports Fields.</p>
<p><b>Policy 3.2.21 Maintain Views of Open Space Resources.</b> The location and form of private development and of public amenities (e.g., street trees) will retain views of open space resources, such as mountains and wetlands, sufficient to provide a sense of place within the natural setting.</p>	<p><b>Potentially Consistent.</b> Refer to response under Circulation Element Policy 15.1.2 in Table 1.</p>
<b>Land Use</b>	
<p><b>Policy 4.3.3 Airport Land Use Plan Consistency.</b> Airport Area development must be consistent with the standards and requirements of the San Luis Obispo County Regional Airport Land Use Plan and/or Public Utilities Code Sections 21670- 21679.5.</p>	<p><b>Potentially Consistent.</b> As described in Section 4.7, <i>Land Use and Planning</i>, the ALUC has reviewed the project and preliminarily determined that development facilitated under the proposed AASP Amendment and rezone would be consistent with the Draft ALUP.</p>

Policies	Consistency Discussion
<b>Utilities and Services</b>	
<p><b>Policy 7.1.1 Encourage BMPs.</b> The City will encourage Best Management Practices for drainage when reviewing all development proposals. The use of bio-swales for conveying storm water on-site through open channels is particularly encouraged for their efficacy and natural, aesthetic quality.</p>	<p><b>Potentially Consistent.</b> The project would include surface bioswales adjacent to Acacia Creek, which would drain toward an existing retention basin in the southeast corner of the site.</p>
<p><b>Policy 7.1.2 Creek Corridor Enhancement.</b> As part of the development review process for sites that are crossed by one or more creek corridors, the City will require creek corridor enhancement consisting of:</p> <ul style="list-style-type: none"> <li>▪ Removal of non-native vegetation.</li> <li>▪ Removal of obstructions that impede storm flows and that are detrimental to aquatic species.</li> <li>▪ Establish additional riparian vegetation</li> </ul>	<p><b>Potentially Consistent.</b> Acacia Creek is adjacent to but does not cross the project site. The project would provide an average setback of 40 feet from Acacia Creek consistent with Section 17.70.030 of the Municipal Code.</p>

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