

**CITY OF SAN LUIS OBISPO  
PLANNING COMMISSION AGENDA REPORT**

ITEM # 1

**FROM:** Kim Murry, Deputy Director

KM

**MEETING DATE:** April 9, 2008

**Prepared By:** Michael Codron, Associate Planner

**FILE NUMBER:** ER 209-98

**PROJECT ADDRESS:** Orcutt Area – 231 acres of land in the southeastern portion of San Luis Obispo, bounded by Tank Farm Road, Orcutt Road and the Union Pacific Railroad.

**SUBJECT:** Public comment on the Orcutt Area Specific Plan Draft Environmental Impact Report.

**SUMMARY RECOMMENDATION**

Take public testimony and provide input to City staff and the environmental consultants on changes to the draft document that should be incorporated into the Final EIR for the project.

**BACKGROUND**

Situation

The City's General Plan has identified the Orcutt Area as a residential expansion area since the 1970's. The current boundaries of the Orcutt Area were established with the 1994 Land Use Element Map. Land Use Element Policy 1.12.3, also adopted in 1994, says that no portion of the Orcutt Area may be annexed before a specific plan is prepared for the whole expansion area.

On February 27, 2008, the Planning Commission received an overview presentation of the draft Orcutt Area Specific Plan (OASP). Staff also presented a public hearing schedule to the Planning Commission and explained that the goal of the current public process is to create a Planning Commission Draft of the OASP that can be recommended for approval to the City Council later this year.

The intent of the current hearing is to provide an opportunity for members of the public and the Planning Commission to provide comments on the draft EIR. The practice of holding a public meeting on the Draft EIR separate from any decision-making on the project is not required by law, but is standard practice for the City of San Luis Obispo. The process provides the Commission with an opportunity to hear public concerns regarding the adequacy of the Draft EIR, and provides a forum where staff and the EIR consultant can answer the Commission's questions and respond to their comments.

Planning Commission input and public comments at the meeting should focus on the adequacy of the impact assessments and mitigation measures provided in the Draft EIR. In general, the discussion of the various issues areas should revolve around the following two key questions: "Are all of the project's impacts identified?" And, "Do the proposed mitigation measures reduce those impacts to less than significant levels?" The merits of the OASP content will be the subject of future public hearings.

### Site Description/Project Description

The Orcutt Area is located in the unincorporated county, southeast of and adjacent to the City limits. The 230 acre area is bounded on three sides by the existing city limits, with Tank Farm Road to the south, Orcutt Road to the east and north, and the Union Pacific Railroad (UPRR) to the west (Attachment 1, Vicinity Map). There are currently 21 parcels, with thirteen different property owners, in the Orcutt Area.

The OASP includes policies and programs that will guide future annexation and development of the area in a manner consistent with the General Plan, as required by state law. It calls for open space, park, residential, and mixed residential and commercial land uses (mixed-use development) as well as associated roads and multi-use pedestrian/bike paths. A potential site for a school is also identified. Residential development would take up approximately half of the total area, open space and recreation approximately 45%, and the remaining land would be developed with mixed-use and public facilities. At full buildout the plan provides for 979 homes. The OASP contains detailed information on the acreage and location of each use, but since the exact size of future parcels cannot be determined at the specific plan level, these numbers have been generalized (Attachment 2, Land Use Summary).

### *Specific Plan Features*

Some of the key features of the OASP include dedication of the Righetti Hill open space, including trail access from the neighborhood park; extension of the Railroad Safety Trail between Orcutt Road and Tank Farm Road; a centralized commercial core located across the street from the park and school site; a variety of housing types with 75% of the units planned to be in the form of duplex or other multi-family configuration; policies that require about 150 deed-restricted affordable dwelling units to be constructed within the Orcutt Area; guidelines to create a cohesive neighborhood character through the design of public and private improvements; a regional drainage solution; plans for transit to serve the neighborhood; and a pedestrian and bike bridge that would connect the Orcutt Area to Industrial Way and to the Broad Street corridor, including the Marigold Center.

### Draft EIR Public Review Period

Under the provisions of the California Environmental Quality Act (CEQA), a 45-day public review period of the Draft EIR is required. The required public review period for the OASP Draft EIR began on March 17, 2008, and will extend to May 5, 2008.

The Planning Commission's public hearing on the OASP Draft EIR represents an opportunity to obtain additional information through public testimony that is needed to properly identify and evaluate the environmental effects of the project. All of the comments that are provided to the City during the public review period will be addressed by the EIR consultant as part of the Final EIR.

The Final EIR is a compilation of the Draft EIR and responses to comments made during the public comment period. The responses to comments will be prepared by the consultant and reviewed by City staff before the Final EIR is published. The Final EIR must be certified by the City Council before the OASP can be approved.

## EVALUATION

The scoping meeting for the EIR was held on February 19, 2004. The process that followed to included a feedback loop to allow the OASP to be revised based on a preliminary draft of the environmental studies. The intent of the process is to facilitate adoption of the OASP by incorporating identified mitigation measures required by the EIR into the Plan.

Reviewers of the Draft EIR should note a listing of mitigation measures that are incorporated into the plan after each impact is discussed. Those mitigation measures that are too long or detailed to include directly into the body of the OASP are included in OASP Appendix C.

Ultimately, the goal is to insure that users of the OASP have all of the information needed to know how to develop property in the Orcutt Area, without referring to additional environmental documents. However, the EIR and technical appendices will serve as a resource document throughout implementation of the OASP.

One drawback relative to the long preparation period for the Draft EIR is that state, regional and local requirements changed during this time period. This has resulted in some delays creating the document while staff and the EIR consultant responded to the new legislation. For instance, staff recently prepared Section 7.0, Global Climate Change, based on a new state requirement. Appendix H, Water Supply, was also a recent addition to the Draft EIR, in response to new state requirements.

Staff and the City's EIR consultant have now determined that the Draft EIR is complete and ready for public comment, however, if additional study requirements are noted during the public comment period, staff will report back to the Planning Commission during future public hearings.

### Program Level EIR

The Draft EIR for the Orcutt Area Specific Plan is a program EIR. The title of the document will reflect this when the Final EIR is published. A program EIR is one that is often prepared in connection with specific plans to govern the conduct of a continuing program. In this case, development under the OASP (future subdivisions and subsequent construction) will be carried out in a manner that is consistent with the requirements of the OASP and program EIR.

In most cases, future projects will require additional environmental review. However, the program EIR establishes the framework that City staff will use to evaluate future projects. Some frequently asked questions regarding the program EIR process prepared by the California Resources Agency are attached (Attachment 3).

### Class I Impacts

The DEIR identifies four impacts in the areas of aesthetics, air quality and noise that are considered Class 1, significant and unavoidable. These impacts are summarized under the headings below. All other impacts identified in the DEIR are able to be reduced to "less than significant" levels through the implementation of mitigation measures. Attachment 4 includes the Draft EIR Executive Summary for convenience.

### *Aesthetics*

Two significant and unavoidable impacts occur in the area of aesthetics because of the change of land use from rural to urban. One impact is caused by changes to the viewshed from Orcutt Road and Tank Farm Road, and another impact arises because of the project's affect on the aesthetic character of the site itself, including impeded views of Righetti Hill.

### *Air Quality*

The OASP is consistent with the population assumptions of the City's General Plan and the Air Pollution Control District's Clean Air Plan (CAP). However, the OASP includes a low-density residential area of approximately 27 single-family homes outside of the current URL boundary. The CAP encourages development to occur within the URL of cities, therefore, the project is inconsistent with the CAP and a significant and unavoidable impact is identified.

### *Noise*

The noise related impacts associated with specific plan development are considered significant and unavoidable. Development of the Orcutt Area will contribute to noise levels on surrounding streets, such as Orcutt Road, Tank Farm Road and Johnson Avenue, which already exceed the noise exposure standards established in the Noise Element of the City's General Plan. The DEIR concludes that development of the Orcutt Area will contribute further to noise levels that already exceed standards, and while mitigations have been included in the OASP, the impact is considered unavoidable.

Noise Element Policy 1.10 provides direction for when cumulative increases in noise levels resulting from new development significantly impact existing noise-sensitive land uses. Under these conditions, City policy recommends consideration of the following mitigation measures:

1. 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.
2. Rerouting trucks onto streets that do not adjoin noise-sensitive land uses.
3. Constructing noise barriers.
4. Lowering traffic speeds through street or intersection design methods (see also the Circulation Element).
5. Retrofitting buildings with noise-reducing features.
6. 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.

Section 4.5 of the OASP discusses noise and addresses noise on surrounding streets, including Orcutt Road and Tank Farm Road. Johnson Avenue must also be addressed in this section of the specific plan.

## Class II Impacts

Class II impacts are those that are considered potentially significant, but that can be mitigated to less than significant levels with implementation of the mitigation measures outlined in the DEIR. The following discussion provides an overview of the Class II impacts in the areas of Traffic/Circulation and Biological Resources.

### *Traffic/Circulation*

Several required transportation projects, both on-site and off-site, are identified in the DEIR. These projects include improvements to major intersections such as Orcutt/Johnson, Tank Farm/Orcutt, Laurel/Orcutt, and South/Broad. The required projects also include improvement to road segments. Some of these projects include: widening Orcutt Road to four lanes between Johnson and Laurel; installing a traffic circle at the Johnson/Orcutt intersection; installing a continuous two-way turn lane on Orcutt Road; realigning and signalizing the Orcutt/Tank Farm intersection; installing a pedestrian bike/ped bridge at Industrial Way; and extending the Railroad Safety Trail from Orcutt to Tank Farm, including a new bridge over Tank Farm that would be attached to the existing bridge.

### *Biological Resources*

The potential effects of the project on biological resources are analyzed and the DEIR establishes a method that all future development must follow to insure that potential site specific impacts are addressed. For instance, buildout of the OASP has the potential to impact both plant and animal species endemic to the area. The DEIR establishes study requirements and mitigation responsibilities that would apply to future development on a case by case basis, depending on whether or not the resources are present on the particular site of a proposed subdivision or development project. The DEIR establishes a program for mitigating impacts to biological resources that is very similar to the program approved for the Margarita Area and Airport Area Specific Plans.

## Other Environmental Impacts

The DEIR also identifies Class II and Class III impacts in the areas of cultural resources, public safety, public services, water/wastewater, drainage and water quality, geologic hazards, agricultural resources, growth inducing impacts, cumulative impacts and global climate change.

## Neighborhood Center Alternative

When the City Council authorized the preparation of the DEIR, it also authorized funds for an alternative land use plan to be prepared for the Orcutt Area. The City and Orcutt Area property owners shared costs for Stephanos Polyzoides (Moule and Polyzoides, Inc.) to prepare the Neighborhood Center alternative, which is analyzed in Section 8.2 of the DEIR. From an environmental perspective, the Neighborhood Center plan is considered inferior to the proposed specific plan because of increases in noise, traffic, and water demand, and reduced airport compatibility.

## **ALTERNATIVES**

1. The Planning Commission can direct changes to the proposed Draft EIR based on new information that is submitted into the record during the public hearing. This alternative is not recommended because the Draft EIR is based on the most current information available to staff and the EIR consultant.
2. The Planning Commission can direct staff to return to the Commission with specific additional information regarding the Draft EIR.

## **ATTACHMENTS**

1. Vicinity Map
2. Land Use Summary
3. Program EIR FAQ
4. OASP Draft EIR Executive Summary

### **Additional Background Information:**

<http://www.slocity.org/communitydevelopment/oasp.asp>

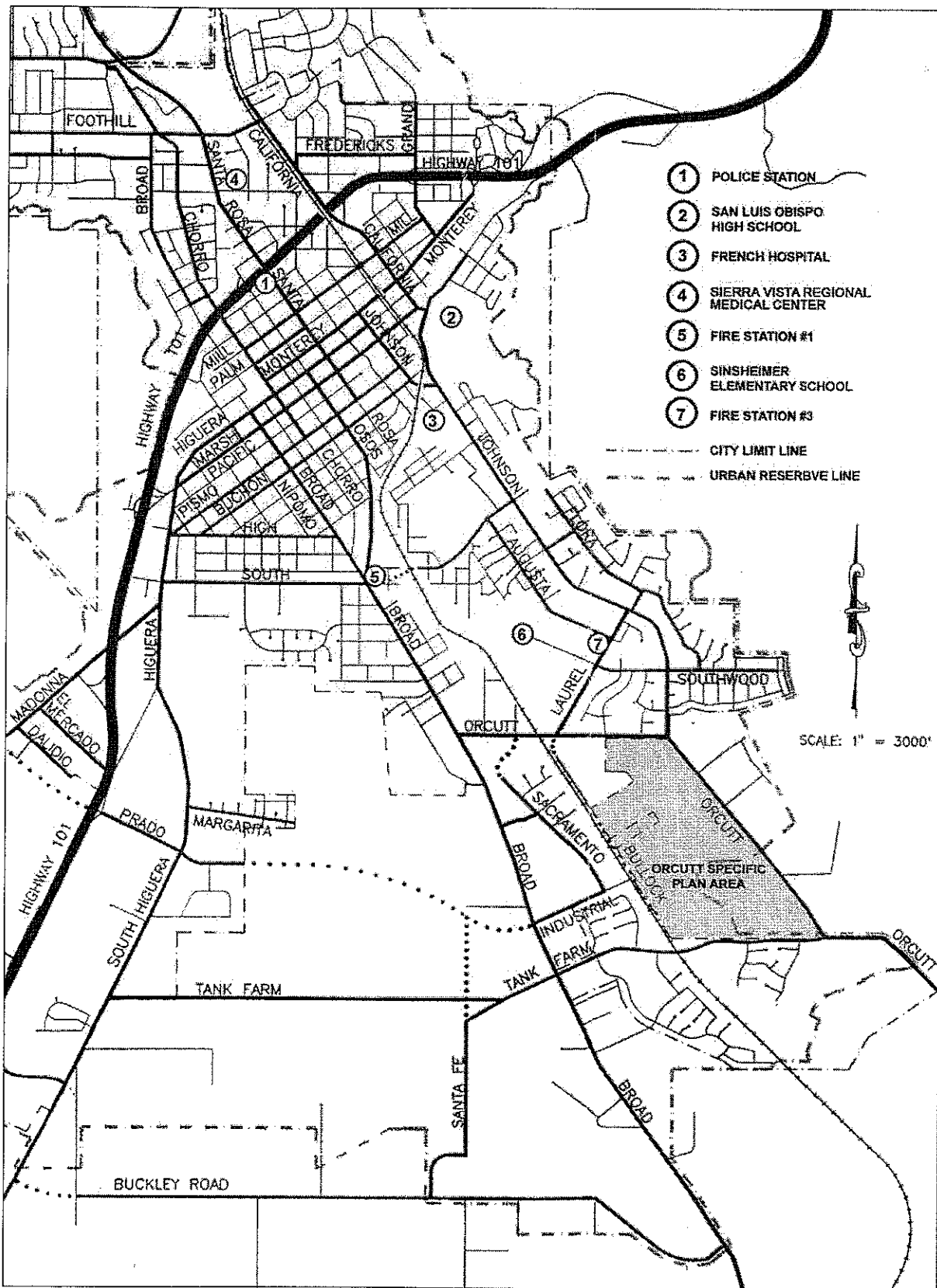


FIGURE 1.1 SITE LOCATION MAP

## TABLE 1.1 - LAND USE SUMMARY

| Land Use  | Zoning         | Acres             | Density                       | Total Units            | % of Overall Area |
|---|----------------|-------------------|-------------------------------|------------------------|-------------------|
| <b>RESIDENTIAL</b>  |                |                   |                               |                        |                   |
| <b>Low Density Residential</b><br>Detached single family,<br>5,000-15,000 sf. Lots  | R-1-SP         | 53.29             | Up to 7 du/acre <sup>2</sup>  | 264                    | 23.08%            |
| <b>Medium Density Residential</b><br>Detached/attached single family<br>w/zero lot line; duplex units <sup>1</sup><br>Minimum lot size of 3,000 sf. | R-2-SP         | 31.23             | Up to 12 du/acre <sup>2</sup> | 276                    | 13.53%            |
| <b>Medium-High Density Residential</b><br>Multi-plex units; mobile homes and multi-<br>family apartments <sup>1</sup>                               | R-3-SP         | 20.88             | Up to 18 du/acre <sup>2</sup> | 336                    | 9.04%             |
| <b>High Density Residential</b><br>Multi-family apartments <sup>1</sup>   | R-4-SP         | 5.4               | Up to 24 du/acre <sup>2</sup> | 103                    | 2.34%             |
| <b>Subtotal</b>   |                | <b>110.8</b>      |                               | <b>979<sup>5</sup></b> | <b>47.99%</b>     |
| <b>COMMERCIAL</b>   |                |                   |                               |                        |                   |
| <b>Community Commercial/ Mixed Use</b>  | CC-MU          | 2.75 <sup>6</sup> |                               |                        | 1.19%             |
| <b>OPEN SPACE AND RECREATION</b>  |                |                   |                               |                        |                   |
| <b>Open Space</b>   | C/OS-SP        | 81.46             |                               |                        | 35.29%            |
| <b>Parks</b>  |                |                   |                               |                        |                   |
| <i>Neighborhood Park (ball fields, ball courts, playgrounds)</i>  | P-F-SP         | 12.39             |                               |                        | 5.37%             |
| <i>Linear Park/Floodable Terrace</i>  | P-F-SP         | 6.78              |                               |                        | 2.94%             |
| <i>Playgrounds and greens in medium high density residential<sup>3</sup></i>  | R-3-SP/ R-4-SP | 1.55              |                               |                        | 0.67%             |
| <b>Total Parks</b>  |                | <b>20.72</b>      |                               |                        | <b>8.98%</b>      |
| <b>Detention Ponds</b>  |                | <b>0.52</b>       |                               |                        | <b>0.23%</b>      |
| <b>PUBLIC FACILITIES</b>  |                |                   |                               |                        |                   |
| <b>Roads</b><br>Arterials, Collectors and major Local   |                | 14.6              |                               |                        | 6.32%             |
| <b>TOTAL</b>  |                | <b>230.85</b>     |                               | <b>979<sup>5</sup></b> | <b>100.00%</b>    |

<sup>1</sup> These types of housing reflect examples of housing types within each residential category.

<sup>2</sup> This range reflects the minimum and maximum densities for residential development.

<sup>3</sup> Playground and greens in medium-high and high density residential (R-3 and R-4) is at 0.06 acres per acre of development.

<sup>4</sup> This plan provides 20.72 acres total of active park. 19.17 acres will be zoned P-F-SP and 1.55 acres will be zoned R-3-SP/R-4-SP.

<sup>5</sup> This figure represents full development potential buildout of maximum allowed units on each property, actual development may be lower.

<sup>6</sup> This acreage is for CCMU and is expected to support 8,000 SF of retail and 8,500 SF of office space. The balance of the area will be devoted to residential in a mixed-use configuration.



## **Program EIR Overview**

Source: [http://www.ceres.ca.gov/ceqa/flowchart/lead\\_agency/final\\_EIR\\_prep.html](http://www.ceres.ca.gov/ceqa/flowchart/lead_agency/final_EIR_prep.html)

### ***10. What is a program EIR?***

A program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either:

- Geographically,
- A logical parts in the chain of contemplated actions,
- In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or
- As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

CEQA Guidelines [§15168](#)

### ***11. What advantages do I have in preparing a program EIR?***

Use of a program EIR can provide the following advantages. The program EIR can:

- Provide an occasion for a more exhaustive consideration of effects and alternatives than would be practical in an EIR on an individual action,
- Ensure consideration of cumulative impacts that might be slighted in a case-by-case analysis,
- Avoid duplicative reconsideration of basic policy considerations,
- Allow the Lead Agency to consider broad policy alternatives and program wide mitigation measures at an early time when the agency has greater flexibility to deal with basic problems or cumulative impacts, and
- Allow reduction in paperwork.

CEQA Guidelines [§15168](#)

### ***12. What should I do with subsequent activities with regards to a program EIR?***

Subsequent activities in the program must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared. If a later activity would have effects that were not examined in the program EIR, a new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration. If the agency finds that no new effects could occur or no new mitigation measures would be required, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required. An

agency should incorporate feasible mitigation measures and alternatives developed in the program EIR into subsequent actions in the program. Some other things to consider:

- Where the subsequent activities involve site specific operations, the agency should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were covered in the program EIR.
- A program EIR will be most helpful in dealing with subsequent activities if it deals with the effects of the program as specifically and comprehensively as possible. With a good and detailed analysis of the program, many subsequent activities could be found to be within the scope of the project described in the program EIR, and no further environmental documents would be required.

CEQA Guidelines §15168

### ***13. Can I use a program EIR with subsequent EIRs?***

Yes. A program EIR is intended to be used to simplify the task of preparing subsequent environmental documents. The program EIR can:

- Provide the basis in an Initial Study for determining whether the later activity may have any significant effects.
- Be incorporated by reference to deal with regional influences, secondary effects, cumulative impacts, broad alternatives, and other factors that apply to the program as a whole.
- Focus an EIR on a subsequent project to permit discussion solely of new effects which had not been considered before.

CEQA Guidelines §15168

## EXECUTIVE SUMMARY

This section summarizes the characteristics of the proposed project, the environmental impacts associated with the project, and measures recommended to mitigate identified significant impacts.

### PROJECT SYNOPSIS

#### Project Applicant

The project applicant for the Orcutt Area Specific Plan is:

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

Contact: Michael Codron, Associate Planner, (805) 781-7175

#### Project Description

The proposed project, known as the Orcutt Area Specific Plan, is a specific plan that would guide the annexation and development of the Plan Area. The Plan Area is 231 acres of property east of the southern portion of the City. The proposed Specific Plan designates the land for 113 acres of residential, 0.25 acres of neighborhood commercial, 81 acres of open space, 21 acres of parks, and a 5 acre school site. Urban infrastructure to support this development would also be included in the near term. Infrastructure requirements include roads, water and wastewater conveyance systems, and stormwater conveyance systems. The Specific Plan proposes an adjustment of the Urban Reserve Line (URL) to include the entire Plan Area within the City's Urban Reserve Area.

### ALTERNATIVES

The City considered four alternatives. Alternatives analyzed herein include: (1) a no project alternative; (2) an alternative neighborhood center design; (3) an alternative that incorporates all mitigation required for the proposed Specific Plan; and (4) a project with reduced residential density.

The No Project Alternative (Alternative 1) is considered environmentally superior overall, since no development would occur under the City jurisdiction and any new development would be required to be consistent with the County General Plan and Zoning Ordinance which allows residential development at a much lesser density.

Among the remaining development scenarios, Alternative 3 (Mitigated Project) would be considered superior to the greatest extent. It is considered environmentally superior to the



proposed Specific Plan for each issue except for agricultural resources, geologic hazards, and water and wastewater, where it is similar to the proposed Specific Plan.

## SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table ES-1 includes a brief description of the environmental issues relative to the proposed project, the identified environmental impacts, proposed mitigation measures, and impacts after mitigation. Impacts are categorized by class. Class I impacts are defined as significant, unavoidable adverse impacts which require a statement of overriding considerations to be issued per Section 15093 of the *State CEQA Guidelines* if the project is approved. Class II impacts are significant adverse impacts that can be feasibly mitigated to less than significant levels and which require findings to be made under Section 15091 of the *State CEQA Guidelines*. Class III impacts are considered less than significant impacts.

**Table ES-1. Summary of Environmental Impacts, Mitigation Measures and Residual Impacts**

| <b>CLASS I IMPACTS: SIGNIFICANT AND UNAVOIDABLE</b>  |  |  |
|--|--|--|
| <b>Impact</b>  | <b>Mitigation Measures</b>   | <b>Significance After Mitigation</b>   |
| <b>AESTHETICS</b>  |  |  |
| <b>AES-1</b> The proposed development would affect the aesthetic character of the site vicinity through alteration of viewsheds from Orcutt and Tank Farm Roads. This is considered a Class I, <i>significant and unavoidable</i> impact.  | The proposed Specific Plan includes goals, policies, and programs, which are intended to address potential impacts associated with this issue.<br><br>Implementation of these provisions of the Specific Plan would reduce impacts to some extent. However, impacts would remain significant. No further mitigation measures are feasible.   | Impacts to the character of the site due to the change from rural to urban development will remain significant and unavoidable.  |
| <b>AES-2</b> The proposed development would affect the aesthetic character of the Specific Plan Area and impede views of Righetti Hill. This is considered a Class I, <i>significant and unavoidable</i> impact.   | There are no feasible mitigation measures that are consistent with the objectives of the proposed project.   | Impacts to the character of the site due to the change from rural to urban development will remain significant and unavoidable.  |
| <b>AIR QUALITY</b>   |  |  |
| <b>AQ-4</b> The proposed Specific Plan is consistent with population assumptions of the General Plan and San Luis Obispo County Clean Air Plan (CAP). However, the Specific Plan proposes low density residential development outside of the current Urban Reserve Line (URL) which will require an adjustment of the URL to be consistent with the General Plan. The 2001 CAP encourages development to occur within the URL of cities, therefore, the Specific Plan is inconsistent with the 2001 Clean Air Plan (CAP). This is considered to be a Class I, <i>significant and unavoidable</i> impact. | The incorporation of Mitigation Measures AQ-1(b) through AQ-1(h) and T-3(b) through T-3(f) are recommended to improve consistency with the CAP.<br><br><b>AQ-4(a) Development and Distribution of Alternative Transportation Information.</b> The applicant shall create a Multi-Modal Access Guide, which includes maps and other information on how to walk and cycle to nearby destinations. In addition, the applicant shall provide an on-site bulletin board specifically for the posting of bus schedules and notices of availability for car-pooling and/or shall distribute such information to property owners upon occupancy. The applicant shall be responsible for maintaining this board and updating it every two months. | The implementation of the above mitigation measure would reduce impacts. However, short of limiting growth to within the current URL boundaries, this inconsistency cannot be fully mitigated. |



**Table ES-1. Summary of Environmental Impacts, Mitigation Measures and Residual Impacts**

| <b>CLASS I IMPACTS: SIGNIFICANT AND UNAVOIDABLE</b>  |   |  |
|--|---|--|
| <b>Impact</b>  | <b>Mitigation Measures</b>  | <b>Significance After Mitigation</b>   |
| <b>NOISE</b>   |   |  |
| <p><b>N-5</b> The proposed Specific Plan, in combination with cumulative development at General Plan buildout would add to roadway corridor noise levels already above the 60 dBA Ldn City threshold. This is considered a Class I, <i>significant and unavoidable</i> impact.</p> | <p>As discussed under Impact N-2, the Specific Plan contains goals, policies, and programs that will reduce noise exposure of new sensitive receptors within the Orcutt Area to meet City standards. In addition, implementation of the following measure would further reduce cumulative noise impacts for the Specific Plan area and other development areas to a feasible extent.</p> <p><b>N-5(a) Fair Share of Cumulative Noise Improvements.</b> Applicants under the Specific Plan must contribute their fair financial share, as determined by the City, to the implementation of one or more of the mitigation approaches listed in policy 9 of the Noise Element (refer to Appendix E of this EIR). The Specific Plan shall be revised to include a specific program to contribute to mitigating cumulative impacts. Implementation of the program must occur prior home occupancy for development pursuant to the Specific Plan.</p> | <p>Use of such techniques on all new development in the area and the retrofitting of existing development would reduce cumulative impacts to the extent feasible. However, implementation of these techniques would not necessarily ensure that cumulative noise experienced at sensitive receptors would be reduced to less than significant levels at all locations. No additional mitigation measures are feasible due to economic and physical constraints. Therefore, impacts would remain Class I, <i>Significant and Unavoidable</i>.</p> |



**Table ES-1. Summary of Environmental Impacts, Mitigation Measures and Residual Impacts**

| <b>CLASS II IMPACTS: SIGNIFICANT BUT MITIGABLE</b>   |   |   |
|--|---|---|
| <b>Impact</b>  | <b>Mitigation Measures</b>  | <b>Significance After Mitigation</b>  |
| <b>AESTHETICS</b>  |   |   |
| <p><b>AES-3</b> Light and glare produced from the proposed project would extend the area of night light across the project site, altering the nighttime sky due to lighting and daytime glare associated with plaster-type walls and/or brightly painted surfaces. This may affect the residences in the vicinity of the site and views from local roadways. This is considered a Class II, <i>significant but mitigable</i> impact.</p> | <p>The proposed Specific Plan includes goals, policies, and programs, which are intended to address potential impacts associated with this issue.</p> <p>Implementation of these provisions of the Specific Plan would reduce impacts to some extent. However, impacts would remain significant. The following mitigation measures are required to fully mitigate potential light and glare impacts.</p> <p><b>AES-3(a) Minimize Lighting on Public Areas.</b> Lighting shall be shielded as shown in the Specific Plan and directed downward. Lighting shall not be mounted more than 16 feet high. Streetlights, where they are included, shall be primarily for pedestrian safety, and shall not provide widespread illumination unless necessary to comply with safety requirements, as determined by the Public Works Director. Street lighting should focus on intersections and should be placed between intersections only when it is necessary to comply with safety requirements, as determined by the Public Works Director. Trail lighting shall be at a scale appropriate for pedestrians, utilizing bollards, although overhead lighting may be used where vandalism of bollard lights is a concern. Prior to development of individual lots, proposed lighting shall be indicated on site plans and shall demonstrate that spill-over of lighting would not affect nearby residential areas.</p> | <p>Implementation of the applicable provisions of the Specific Plan, in combination with the proposed mitigation measures, would reduce project-specific impacts to a less than significant level.</p>  |
| <b>AGRICULTURE</b>   |   |   |
| <p><b>AG-2</b> Development may result in land use conflicts between existing agricultural operations on-site as well as off-site on adjacent properties. This is considered a Class II, <i>significant but mitigable</i>, impact.</p>  | <p>The proposed Specific Plan policies and programs intended to help reduce agricultural impacts. Implementation of those policies and programs would reduce impacts between agriculture and adjacent planned residential uses. The following mitigation measures are required to fully mitigate potential impacts related to this issue.</p> <p><b>AG-2(a) Maintain 200-Foot Agricultural Buffer.</b> A minimum 200-foot buffer between the nearest property line of property currently in the County Agriculture zoning district and any habitable structures in the Plan Area shall be maintained.</p> <p><b>AG-2(b) Righetti Hill.</b> Any agriculture activities, including grazing, that take place within the Righetti Hill Open Space, shall be set back at least 100 feet from the nearest adjacent property line of a residential, commercial, or public facility zoned property. In the case of grazing or animal keeping, a wire fence shall be constructed to ensure that domestic animals cannot come within 100 feet of development areas. The fence shall be designed to allow wildlife to pass through or over the fence and move freely.</p>  | <p>With the implementation of the Specific Plan's proposed goals and policies, as well as the mitigation measures described above, agriculturally-related land use compatibility impacts resulting would be reduced to a less than significant level.</p> |



**Table ES-1. Summary of Environmental Impacts, Mitigation Measures and Residual Impacts**

| <b>CLASS II IMPACTS: SIGNIFICANT BUT MITIGABLE</b>  |   |  |
|---|---|--|
| <b>Impact</b>   | <b>Mitigation Measures</b>  | <b>Significance After Mitigation</b>                                     |
| <b>AIR QUALITY</b>  |   |  |
| <p><b>AQ-1</b> Vehicular operations associated with development under the Specific Plan would result in the emission of levels of air pollutants that would exceed recommended significance thresholds and are therefore considered to have a Class II, <i>significant but mitigable</i>, impact.</p> | <p>The Specific Plan includes bikeways, pedestrian walkways, and access to public transit routes that will reduce the need for vehicle transportation and therefore reduce the amount of emissions (Specific Plan Goal 5.3 and associated policies and programs). The Specific Plan also encourages the use of solar energy sources for residential and commercial uses (Specific Plan Policies 4.7.1 and 4.7.2). Finally, bike lanes have been designed to provide continuous connections through the Specific Plan area, consistent with regional goals related to reducing dependence on motorized vehicle travel.</p> <p>The following standard site design and discretionary energy efficiency mitigation measures are recommended:</p> <p><b>AQ-1(a) Energy Efficiency.</b> The building energy efficiency rating shall be 10% above what is required by Title 24 requirements for all buildings within the Specific Plan Area. The following energy-conserving techniques shall be incorporated unless the applicant demonstrates their infeasibility to the satisfaction of City Planning and Building Department staff: increase walls and attic insulation beyond Title 24 requirements; orient buildings to maximize natural heating and cooling; plant shade trees along southern exposures of buildings to reduce summer cooling needs; use roof material with a solar reflectance value meeting the EPA/DOE Energy Star rating; build in energy efficient appliances; use low energy street lighting and traffic signals; use energy efficient interior lighting; use solar water heaters; and use double-paned windows.</p> <p><b>AQ-1(b) Transit.</b> Bus turnouts and shelter improvements with direct pedestrian access shall be installed at all bus stops.</p> <p><b>AQ-1(c) Shade Trees.</b> All parking lots shall include shade trees within the parking area. There shall be at least one shade tree for every six vehicle parking spaces.</p> <p><b>AQ-1(d) Telecommuting.</b> All new homes within the Specific Plan area shall be constructed with internal wiring/cabling that allows telecommuting, teleconferencing, and telelearning to occur simultaneously in at least three locations in each home.</p> <p><b>AQ-1(e) Pathways.</b> Where feasible, all cul-de-sacs and dead-end streets shall be links by pathways to encourage pedestrian and bicycle travel.</p> <p><b>AQ-1(f) Pedestrian Signalization.</b> All new signalized intersections shall include signalization to accommodate pedestrian crossings. Pedestrian signalization shall allow pedestrians to call for a traffic signal change.</p> | <p>With proposed mitigation, impacts would be less than significant.</p> |



**Table ES-1. Summary of Environmental Impacts, Mitigation Measures and Residual Impacts**

| <b>CLASS II IMPACTS: SIGNIFICANT BUT MITIGABLE</b>  |   |  |
|---|---|--|
| <b>Impact</b>   | <b>Mitigation Measures</b>  | <b>Significance After Mitigation</b>   |
| <p><b>AQ-3</b> Development under the proposed Specific Plan has the potential to generate construction related emissions as the site develops. Although these emissions cannot be quantified at the Program EIR level, since San Luis Obispo County is currently non-attainment for PM10, development under the Specific Plan would contribute to this existing significant condition. Therefore, construction related emissions are considered to be Class II, <i>significant but mitigable</i>.</p> | <p>Because all construction projects can produce nuisance dust emissions, dust mitigation measures are required for all construction activities. The following mitigation measures are recommended to minimize emissions and to reduce the amount of dust that drifts onto adjacent properties. These measures would apply to both tract grading and development of individual lots.</p> <p><b>AQ-3(a) Application of CBACT.</b> The following measures shall be implemented to reduce combustion emissions from construction equipment where a project will have an area of disturbance greater than 1 acre.</p> <ul style="list-style-type: none"> <li>• Specific Plan applicants shall submit for review by the Community Development Department and APCD staff a grading plan showing the area to be disturbed and a description of construction equipment that will be used and pollution reduction measures that will be implemented. Upon confirmation by the Community Development Department and APCD, appropriate CBACT features shall be applied. The application of these features shall occur prior to Specific Plan construction.</li> <li>• Specific Plan applicants shall be required to ensure that all construction equipment and portable engines are properly maintained and tuned according to manufacturer's specifications.</li> <li>• Specific Plan applicants shall be required to ensure that off-road and portable diesel powered equipment, including but not limited to bulldozers, graders, cranes, loaders, scrapers, backhoes, generator sets, compressors, auxiliary power units, shall be fueled exclusively with CARB motor vehicle diesel fuel (non-taxed off-road diesel is acceptable).</li> <li>• Specific Plan applicants shall be required to install a diesel oxidation catalyst on each of the two pieces of equipment projected to generate the greatest emissions. Installations must be prepared according to manufacturer's specifications.</li> </ul> <p><b>AQ-3(b) Dust Control.</b> The following measures shall be implemented to reduce PM10 emissions during all Specific Plan construction:</p> <ul style="list-style-type: none"> <li>• Reduce the amount of the disturbed area where possible.</li> <li>• Use water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Water shall be applied as soon as possible whenever wind speeds exceed 15 miles per hour. Reclaimed (nonpotable) water should be used whenever possible.</li> <li>• All dirt-stock-pile areas shall be sprayed daily as needed.</li> <li>• Permanent dust control measures shall be identified in the approved Specific Plan revegetation and</li> </ul> | <p>Air quality impacts associated with construction of the Specific Plan would be adverse but not significant after mitigation measures are applied.</p> |





**Table ES-1. Summary of Environmental Impacts, Mitigation Measures and Residual Impacts**

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|---|--|---|
| <b>Impact</b>   | <b>Mitigation Measures</b>   | <b>Significance After Mitigation</b>  |
|   | <p>landscape plans and implemented as soon as possible following completion of any soil disturbing activities.</p> <ul style="list-style-type: none"> <li>• Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading shall be sown with a fast-germinating native grass seed and watered until vegetation is established.</li> <li>• All disturbed soil areas not subject to revegetation shall be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD.</li> <li>• All roadways, driveways, sidewalks, etc., to be paved shall be completed as soon as possible. In addition, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.</li> <li>• Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site.</li> <li>• All trucks hauling dirt, sand, soil or other loose materials shall be covered or shall maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114.</li> <li>• Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site.</li> <li>• Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water shall be used where feasible.</li> </ul> <p><b>AQ-3(c) Cover Stockpiled Soils.</b> If importation, exportation, or stockpiling of fill material is involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting material shall be tarped from the point of origin.</p> <p><b>AQ-3(d) Dust Control Monitor.</b> On all projects with an area of disturbance greater than 1 acre, the contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering as necessary to prevent transport of dust off-site. Their duties shall include holiday and weekend periods when work may not be in progress.</p> |   |
| <b>BIOLOGICAL RESOURCES</b>   |  |   |
| <p><b>B-2</b> Development under the proposed Specific Plan could potentially impact special-status plant species and plant communities of special concern within the Plan Area. This is considered a Class II, <i>significant but mitigable</i> impact.</p> | <p>The proposed Specific Plan includes goals, policies, and programs, which are intended to address potential impacts associated with this issue. Implementation of these provisions of the Specific Plan would reduce impacts to some extent. However, the following mitigation measures are required to further reduce impacts to biological resources.</p>  | <p>Implementation of the Specific Plan's provisions and mitigation measures would reduce impacts to special-status plant species and plant communities of special concern to the extent feasible, and possibly to a less than significant level. However, the</p> |



**Table ES-1. Summary of Environmental Impacts, Mitigation Measures and Residual Impacts**

| <b>CLASS II IMPACTS: SIGNIFICANT BUT MITIGABLE</b> |  |                                      |                |                 |  |                         |             |                |             |                  |                                |                            |             |                   |   |                 |                      |                         |   |  |
|--|--|--------------------------------------|----------------|-----------------|--|-------------------------|-------------|----------------|-------------|------------------|--------------------------------|----------------------------|-------------|-------------------|---|-----------------|----------------------|-------------------------|---|--|
| <b>Impact</b>                                      | <b>Mitigation Measures</b>   | <b>Significance After Mitigation</b> |                |                 |  |                         |             |                |             |                  |                                |                            |             |                   |   |                 |                      |                         |   |  |
|  | <p><b>B-2(a) Seasonally-Timed Botanical Surveys.</b> When an applicant requests entitlements from the City under the Specific Plan, the City shall require the submittal of seasonally timed directed floral surveys based on the target list of plant species identified in Table 4.4-2 to be completed in the spring and summer to determine the presence or absence of these species. The following table lists each potential on-site special-status plant species and where to survey for the species:</p> <table border="0"> <thead> <tr> <th><u>Special-status plant species</u></th> <th><u>Habitat</u></th> </tr> </thead> <tbody> <tr> <td>• Adobe sanicle</td> <td>• grassland, isolated seeps on Righetti Hill</td> </tr> <tr> <td>• Cambria morning-glory</td> <td>• grassland</td> </tr> <tr> <td>• Jone's layia</td> <td>• grassland</td> </tr> <tr> <td>• Marsh sandwort</td> <td>• fresh water emergent wetland</td> </tr> <tr> <td>• Obispo Indian paintbrush</td> <td>• grassland</td> </tr> <tr> <td>• Rayless ragwort</td> <td>• rocky slopes of Righetti Hill, grassland where weeds are scarce</td> </tr> <tr> <td>• Saline clover</td> <td>• grassland, wetland</td> </tr> <tr> <td>• San Luis Obispo sedge</td> <td>• grassland, coastal scrub, isolated seeps on Righetti Hill</td> </tr> </tbody> </table> <p>The survey shall be conducted by a qualified biologist verified by the City. Up to three separate survey visits may be required to capture the flowering period of the target species. The location and extent of any rare plant occurrences observed on the site should be documented in a report and accurately mapped onto site-specific topographic maps and aerial photographs. If special-status plants are identified, the development pursuant to the Specific Plan shall submit written proof that the CDFG has been contacted.</p> <p><b>B-2(b) Special-Status Plant Buffer.</b> Where special status plants are found, site development plans shall be modified to avoid such occurrences with a minimum buffer of 50 feet. The applicant seeking entitlement shall establish conservation easements for such preserved areas, prior to issuance of the first building permit for subsequent tracts. The Specific Plan shall be amended at that time to place these areas formally into open space, possibly as an overlay area.</p> <p>If total avoidance is economically or technologically infeasible then plants shall be salvaged and relocated under direction of an approved botanist, in accordance with Mitigation Measures B-2(c) through B-2(f). If total avoidance can be achieved, Mitigation Measures B-2(c) through B-2(f) would not be required. (It should be noted that avoidance is likely to be more cost effective in the</p> | <u>Special-status plant species</u>  | <u>Habitat</u> | • Adobe sanicle | • grassland, isolated seeps on Righetti Hill | • Cambria morning-glory | • grassland | • Jone's layia | • grassland | • Marsh sandwort | • fresh water emergent wetland | • Obispo Indian paintbrush | • grassland | • Rayless ragwort | • rocky slopes of Righetti Hill, grassland where weeds are scarce | • Saline clover | • grassland, wetland | • San Luis Obispo sedge | • grassland, coastal scrub, isolated seeps on Righetti Hill | <p>extent of special-status plant species occurrences at the time of proposed development cannot be known at this time and could occur in areas currently proposed for development. Therefore, the EIR concludes that a significant and unavoidable impact could result.</p> |
| <u>Special-status plant species</u>                | <u>Habitat</u>   |                                      |                |                 |  |                         |             |                |             |                  |                                |                            |             |                   |   |                 |                      |                         |   |  |
| • Adobe sanicle                                    | • grassland, isolated seeps on Righetti Hill   |                                      |                |                 |  |                         |             |                |             |                  |                                |                            |             |                   |   |                 |                      |                         |   |  |
| • Cambria morning-glory                            | • grassland  |                                      |                |                 |  |                         |             |                |             |                  |                                |                            |             |                   |   |                 |                      |                         |   |  |
| • Jone's layia                                     | • grassland  |                                      |                |                 |  |                         |             |                |             |                  |                                |                            |             |                   |   |                 |                      |                         |   |  |
| • Marsh sandwort                                   | • fresh water emergent wetland   |                                      |                |                 |  |                         |             |                |             |                  |                                |                            |             |                   |   |                 |                      |                         |   |  |
| • Obispo Indian paintbrush                         | • grassland  |                                      |                |                 |  |                         |             |                |             |                  |                                |                            |             |                   |   |                 |                      |                         |   |  |
| • Rayless ragwort                                  | • rocky slopes of Righetti Hill, grassland where weeds are scarce  |                                      |                |                 |  |                         |             |                |             |                  |                                |                            |             |                   |   |                 |                      |                         |   |  |
| • Saline clover                                    | • grassland, wetland   |                                      |                |                 |  |                         |             |                |             |                  |                                |                            |             |                   |   |                 |                      |                         |   |  |
| • San Luis Obispo sedge                            | • grassland, coastal scrub, isolated seeps on Righetti Hill  |                                      |                |                 |  |                         |             |                |             |                  |                                |                            |             |                   |   |                 |                      |                         |   |  |



**Table ES-1. Summary of Environmental Impacts, Mitigation Measures and Residual Impacts**

| <b>CLASS II IMPACTS: SIGNIFICANT BUT MITIGABLE</b> |  |                                      |
|--|--|--------------------------------------|
| <b>Impact</b>                                      | <b>Mitigation Measures</b>   | <b>Significance After Mitigation</b> |
|  | <p>long run compared to mitigation in the form of salvage and relocation.)</p> <p><i>If total avoidance of special-status plant species can be achieved through Mitigation Measure B-2(b), Mitigation Measures B-2(c) through B-2(f) would not be required.</i></p> <p><b>B-2(c) Incidental Take Permit.</b> In the event that state listed species are discovered, the applicant seeking entitlements shall submit to the City signed copies of an incidental take permit and enacting agreements from the CDFG regarding those species as necessary under Section 2081 of the California Fish and Game Code prior to the initiation of grading. If a plant species that is listed under the federal Endangered Species Act is discovered, the applicant seeking entitlements shall provide proof of compliance with the federal Endangered Species Act, inclusive as necessary of signed copies of incidental take permit and associated enacting agreements, to the City prior to the initiation of grading.</p> <p><b>B-2(d) Special-Status Species CDFG-Approved Mitigation Plan.</b> If total avoidance of the species occurrences is economically or technologically infeasible, a mitigation program shall be developed by the City in consultation with CDFG as appropriate. A research study to determine the best mitigation approach for each particular species to be salvaged shall be conducted. The special-status plant species mitigation program may include the following:</p> <ul style="list-style-type: none"> <li>• The overall goal and measurable objectives of the mitigation and monitoring plan;</li> <li>• Specific areas proposed for revegetation and their size. Potential sites for mitigation would be any suitable site within proposed open space depending on the species that is appropriately buffered from development. For a list of suitable habitats for the mitigation of each species refer to the list in Mitigation Measure B-2(a).</li> <li>• Specific habitat management and protection concepts to be used to ensure long-term maintenance and protection of the special-status plant species to be included (i.e.: annual population census surveys and habitat assessments; establishment of monitoring reference sites; fencing of special-status plant species preserves and signage to identify the environmentally sensitive areas; a seasonally-timed weed abatement program; and seasonally-timed seed and/or topsoil collection, propagation, and reintroduction of special-status plant species into specified receiver sites);</li> <li>• Success criteria based on the goals and measurable objectives to ensure a viable population(s) on the project site in perpetuity;</li> </ul> |                                      |



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|  | <ul style="list-style-type: none"> <li>• An education program to inform residents of the presence of special-status plant species and sensitive biological resources onsite, and to provide methods that residents can employ to reduce impacts to these species/resources in protected open space areas;</li> <li>• Reporting requirements to ensure consistent data collection and reporting methods used by monitoring personnel; and</li> <li>• Funding mechanism.</li> </ul> <p><b>B-2(e) Special-Status Plant Monitoring Frequency.</b> Monitoring shall occur annually and shall last at least five years to ensure successful establishment of all re-introduced or salvaged plants and no-net-loss of the species or its habitat. In the case of annual plants it is difficult to determine if there has been a net loss or gain in a five year period. Therefore an important component of the mitigation and monitoring plan shall be adaptive management. The adaptive management program shall address both foreseen and unforeseen circumstances relating to the preservation and mitigation programs. The plan shall include follow up surveys every five years in perpetuity or until a qualified biologist can demonstrate that the target special-status species has not experienced a net loss. It shall also include remedial measures to address negative impacts to the special-status plant species and their habitats (i.e.: removal of weeds, addition of seeding/planting efforts) if the species is suffering a net loss at the time of the follow up surveys.</p> <p><b>B-2(f) Special-Status Species Habitat Replacement.</b> The primary goal of the mitigation and monitoring plan is to ensure a viable population and no-net-loss of special-status species habitat within the project site. To ensure the no-net-loss of a species, the applicant shall create two acres of occupied special-status species habitat for every one acre of habitat impacted by project development. If resource agencies require a higher replacement ratio than 2:1, their requirements would prevail. The creation of habitat can occur in conjunction with the mitigation/relocation of wildflower field habitat if the research study indicates that the wildflower field and specific special-status plant species can be relocated and cohabitate.</p> <p><b>B-2(g) Bunchgrass Survey.</b> When an applicant requests entitlements from the City under the Specific Plan, the City shall require the submittal of a survey to identify any native perennial bunchgrass occurrences (this can be conducted simultaneously with special-status plant species surveys required in Mitigation Measure B-2(a) above). If occurrences of native perennial bunchgrass habitat of 0.5 acre or greater containing at least 10% or greater coverage of native perennial bunchgrass are found that area shall be</p> |                                      |



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|  | <p>placed in open space and a deed restriction placed over the area to protect it in perpetuity. If the area cannot be avoided for economical or technological reasons, then native grasses including perennial bunchgrasses shall be incorporated into the landscaping plant palette and the erosion control plan to replace the lost habitat. The most effective areas to receive native grass seed are graded areas that will be revegetated adjacent to open space. The acreage ratio of lost native perennial bunchgrass habitat to habitat replaced shall be no less than 1:1. Native perennial bunchgrass material shall come from locally collected seed stock to avoid contamination of the local gene pool. Because perennial bunchgrasses grow slowly at first, a "nurse" crop consisting of Nuttall's fescue (<i>Vulpia microstachys</i>), California brome (<i>Bromus carinatus</i>), and pinpoint clover (<i>Trifolium gracilentum</i>) shall be added to the mix to stabilize any graded areas while the bunchgrasses become established. No non-native invasive plant species shall be used in landscaping. California Invasive Plant Council (Cal-IPC) maintains a list of the most important invasive plants to avoid. This list shall be used when creating a plant palette for landscaping. Planting equipment (i.e.: hydroseeding tank and dispensing mechanism) shall be cleaned of remaining seed from previous applications prior to use on-site. The hydroseed applicator shall be responsible for ensuring tanks have been properly cleaned of any seed that is not a part of the specified mix.</p> |   |
| <p><b>B-3</b> Development under the proposed Specific Plan could affect locally-designated protected trees. This is considered a Class II, <i>significant but mitigable</i> impact.</p>    | <p>The proposed Specific Plan includes a program which is intended to address potential impacts associated with this issue. In addition, the applicants under the Specific Plan will be required to comply with the City's Tree Regulations (City of San Luis Obispo, 1997). The following mitigation measure is also required to ensure compliance with the City's Tree Regulations and to reduce potential impacts to trees to a less than significant level.</p> <p><b>B-3(a) Construction Requirements.</b> Development under the Specific Plan shall abide by the requirements of the City Arborist for construction. Requirements shall include but not be limited to: the protection of trees with construction setbacks from trees; construction fencing around trees; grading limits around the base of trees as required; and a replacement plan for trees removed including replacement at a minimum 1:1 ratio.</p>   | <p>Implementation of the Specific Plan's program as described above along with the above mitigation measure would reduce impacts on trees to a less than significant level.</p>   |
| <p><b>B-4</b> Development under the proposed Specific Plan would affect riparian woodland and wetland habitat. This is considered a Class II, <i>significant but mitigable</i> impact.</p> | <p>The Specific Plan has incorporated goals, policies, and programs to alleviate impacts to biological resources. The following mitigation measures are also required to assure compliance with the City's Creek Setback Ordinance (Section 17.16.025 of the City's Zoning Regulations) and reduce impacts to riparian and wetland habitat to a less than significant level. Mitigation measures from Section 4.6, Drainage and Water Quality, would further reduce potentially significant impacts to wetlands. Also refer to</p>   | <p>Implementation of the Specific Plan's goals, policies and programs, along with these required mitigation measures would reduce impacts to riparian woodland and wetland habitat to a less than significant level and ensure that the project is in</p> |



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|  | <p>Mitigation Measures under Impact B-5 that apply to setbacks with respect to special-status species.</p> <p><b>B-4(a) Trail Setbacks.</b> Trails shall be setback out of riparian habitat and out of the buffer area. The trail shall be a minimum distance of 20 feet from top of bank or from the edge of riparian canopy, whichever is farther. Trails shall be setback from wetland habitat at a minimum distance of 30 feet and shall not be within the buffer. Native plant species that will deter human disturbance shall be planted in the area between the trail and the wetland/riparian habitat including plants such as California rose (<i>Rosa californica</i>) and California blackberry (<i>Rubus ursinus</i>). No passive recreational use shall be allowed in the riparian or wetland habitats or drainage corridors.</p> <p><b>B-4(b) Development Setbacks.</b> Development that abuts riparian and wetland mitigation areas shall also be setback at least 20 feet, and be buffered by an appropriately-sized fence and/or plants that deter human entry listed in B-4(a).</p> <p><b>B-4(c) Riparian/ Wetland Mitigation.</b> If riparian and/or wetland habitat are proposed for removal pursuant to development under the Specific Plan, such development shall apply for all applicable permits and submit a Mitigation Plan for areas of disturbance to wetlands and/or riparian habitat. The plan shall be prepared by a biologist familiar with restoration and mitigation techniques. Compensatory mitigation shall occur on-site using regionally collected native plant material at a minimum ratio of 2:1 (habitat created to habitat impacted) in areas shown on figure 4.4-2 as directed by a biologist. The resource agencies may require a higher mitigation ratio. If the Orcutt Regional Basin is necessary as a mitigation site for waters of the U.S. and State it shall be designed as directed by a biologist taking into consideration hydrology, soils, and erosion control and using the final mitigation guidelines and monitoring requirements (U.S. Army Corps of Engineers, 2004). As noted above, the trail shall be setback out of the buffer area for riparian and wetland habitat.</p> | <p>compliance with the regulatory agencies and the Creek Setback Ordinance as contained in the Zoning Regulations (2004).</p>                                       |
| <p><b>B-5</b> Development under the proposed Specific Plan could potentially impact special-status wildlife species and their habitats within the Plan Area. This is considered a Class II, <i>significant but mitigable</i> impact.</p> | <p>The Specific Plan establishes permanent open space for the creek area, and when combined with the buffering setbacks required by the City, impacts would be reduced substantially. Compliance with Federal and State regulations governing the wetland and riparian habitat types on-site (described in Impact B-3) would also reduce impacts to these important biological resources. Specific Plan policies would also require any development proposal pursuant to the Specific Plan that would remove riparian or wetland areas to mitigate for such impacts. However, the following additional mitigation measures are required to reduce impacts to all special-status wildlife species to a less than significant level.</p>   | <p>Implementation of the above mitigation measures would reduce impacts to special-status wildlife species and their habitats to a less than significant level.</p> |



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|  | <p><b>B-5(a) Bird Pre-Construction Survey.</b> To avoid impacts to nesting special-status bird species and raptors including the ground-nesting burrowing owl, all initial ground-disturbing activities and tree removal shall be limited to the time period between September 15 and February 1. If initial site disturbance, grading, and tree removal cannot be conducted during this time period, a pre-construction survey for active nests within the limits of grading shall be conducted by a qualified biologist at the site two weeks prior to any construction activities (for ground-nesting burrowing owl survey see below). If active nests are located, all construction work must be conducted outside a buffer zone of 200 feet to 500 feet from the nests as determined in consultation with the CDFG. No direct disturbance to nests shall occur until the adults and young are no longer reliant on the nest site. A qualified biologist shall confirm that breeding/nesting is completed and young have fledged the nest prior to the start of construction.</p> <p><b>B-5(b) Burrowing Owl Survey.</b> When an applicant requests entitlements from the City under the Specific Plan a qualified biologist shall conduct surveys for burrowing owls during both the wintering and nesting seasons (unless the species is detected on the first survey) in potentially suitable habitats prior to construction in accordance with the guidelines described in the CDFG Staff Report on Burrowing Owl Mitigation (1995). Winter surveys shall be conducted on the entire project site between December 1 and February 1, and the nesting season survey shall be conducted between April 15 and July 15. If burrowing owls are detected within the proposed disturbance area, CDFG shall be contacted immediately to develop and implement a mitigation plan to protect owls and their nest sites.</p> <p><b>B-5(c) Monarch Pre-Construction Survey.</b> If initial ground-breaking is to occur between the months of October and March a pre-construction survey for active monarch roost sites within the limits of grading shall be conducted by a qualified biologist at the site two weeks prior to any construction activities. If active roost sites are located no ground-disturbing activities shall occur within 50 feet of the perimeter of the habitat. Construction shall not resume within the setback until a qualified biologist has determined that the monarch butterfly has vacated the site.</p> <p><b>B-5(d) VPFS Sampling Surveys.</b> Prior to development in areas shown as potential VPFS habitat on Figure 4.4-2, current USFWS protocol level sampling surveys shall be conducted in all such areas. A report consistent with current Federal, State, and local reporting guidelines shall be prepared to document the methods and results of surveys. If VPFS are found, the report shall include a map that identifies the VPFS locations. Should the</p> |                                      |



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|--|--|--------------------------------------|
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|  | <p>presence of additional special-status wildlife species be determined including California linderiella, a map identifying locations in which these species were found shall be prepared and included in the report.</p> <p><b>B-5(e) FESA Consultation and Mitigation Regarding VPFS.</b> If any VPFS individuals are located onsite pursuant to Mitigation Measure B-5(d), substantial setbacks from their identified habitat shall be implemented to avoid take of a Federally listed species. If complete avoidance is not economically or technically feasible, then Section 10 of the Federal Endangered Species Act (FESA) shall be used to authorize incidental take when no other Federal agency such as the Corps is involved. This process includes development of a Habitat Conservation Plan for protecting and enhancing the Federally listed species at a specific location in perpetuity. Species take can also be authorized under Section 7 of the FESA if a Federal agency is involved in the project (e.g., Corps Section 404 permitting for impacts to waters of the U.S. and/or Federal funding) and agrees to be the lead agency requesting Section 7 consultation. This consultation process takes at a minimum 135 days from the official request by the Federal lead agency.</p> <p>The compensatory mitigation ratio shall be determined by the appropriate resource agencies. Suitable replacement habitat shall be constructed either within the site boundaries or offsite. Figure 4.4-2 identifies areas that could be appropriate for onsite VPFS mitigation. Figure 4.4-2 is not intended to preclude development but shall be used as a starting point for incorporating VPFS mitigation sites into the development plan. While the Orcutt Regional Basin included in the potential VPFS mitigation sites may need regular maintenance and may be seasonally flooded, depressions could be created on the upper edges of the terrace in such a manner that they are protected from flooding. VPFS mitigation areas shall be approved by a biologist familiar with VPFS habitat "creation" techniques. Enhancement of the onsite seasonal freshwater wetland habitat that is undisturbed by project activities may also be a part of the mitigation program. Alternatively, fairy shrimp cysts could be collected during the dry season from the existing habitat and placed into storage. Topsoil could also be removed and stored in conditions suitable to retain cysts. Wetland habitat could be enhanced/created in the areas shown on Figure 4.4-2 by grading depressions in the landscape and "top dressing" the depressions with the preserved topsoil. Preserved cysts would be added to the recreated wetlands in December or January, after sufficient ponding has occurred.</p> <p>It is important to note that VPFS habitat mitigation is still considered experimental. VPFS habitat mitigation is</p> |                                      |





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|   | <p>ambitious as it is costly, labor intensive, and difficult to ensure success. Habitat may be "created" only in an existing vernal pool landscape that provides suitable soils and a number of other specific ecological factors (USFWS, 2004).</p> <p>An alternative to onsite mitigation is the purchase of mitigation bank credits. Credits can be purchase by the acre as suitable mitigation for VPFS. There is currently no known mitigation bank with VPFS habitat occurring within San Luis Obispo County, however, mitigation banks may be available in the future.</p>  |  |
| <p><b>B-6</b> Development under the proposed Specific Plan would reduce the populations and available habitat of wildlife in general. The loss of wildlife habitat is considered a Class II, <i>significant but mitigable</i> impact.</p> | <p>The following mitigation measures are required to fully reduce impacts to a less than significant level.</p> <p><b>B-6(a) Minimized Roadway Widths.</b> Roadway widths adjacent to riparian and wetland habitats shall be reduced to the minimum width possible, while maintaining Fire Department Requirements for emergency access, with slower speed limits introduced. Posted speed limits should be 25 mph.</p> <p><b>B-6(b) Culvert Design.</b> Although closed culverts are to be the drainage conveyance method of last resort per the City Waterways Management Plan, where they are required, culverts connecting the Plan Area drainage corridors with upstream and downstream drainage corridors shall be evaluated during the suitability analysis pursuant to Mitigation Measure B-5(a) to determine their importance to wildlife who could use them to travel to and from the site. If culverts are found to be of importance to wildlife, the culverts shall be evaluated for their potential for improvement (i.e. retrofitting, maintenance, or specific improvements depending on the types of species using them). The development pursuant to the Specific Plan and the City shall develop a plan for the improvement of the culverts. Preservation of the wildlife corridors that are present on the project site can be achieved with sufficient setbacks from riparian and wetland habitats. Refer to B-4 for mitigation regarding riparian and wetland habitat setbacks.</p> <p><b>B-6(c) Educational Pet Brochure.</b> Any development pursuant to the Specific Plan shall prepare a brochure that informs prospective homebuyers and Home Owners Association (HOA) members about the impacts associated with non-native animals, especially cats and dogs, to the project site; similarly, the brochure must inform potential homebuyers and all HOA members of the potential for coyotes to prey on domestic animals.</p> <p><b>B-6(c) Landscaping Plan Review.</b> To ensure that project landscaping does not introduce invasive non-native plant and tree species to the region of the site, the final landscaping plan shall be reviewed and approved by a qualified biologist. The California Invasive Plant</p> | <p>The implementation of the above mitigation measures would reduce impacts to wildlife habitat in general to a less than significant level.</p> |



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|  | <p>Council (Cal-IPC) maintains several lists of the most important invasive plants to avoid. The lists shall be used when creating a plant palette for landscaping to ensure that plants on the lists are not used. The following plants shall not allowed as part of potential landscaping plans pursuant to development under the Specific Plan:</p> <ul style="list-style-type: none"> <li>• African sumac (<i>Rhus lancea</i>)</li> <li>• Australian saltbush (<i>Atriplex semibaccata</i>)</li> <li>• Black locust (<i>Robinia pseudoacacia</i>)</li> <li>• California pepper (<i>Schinus molle</i>) and Brazilian pepper (<i>S. terebinthifolius</i>)</li> <li>• Cape weed (<i>Arctotheca calendula</i>)</li> <li>• Cotoneaster (<i>Cotoneaster pannosus</i>), (<i>C. lacteus</i>)</li> <li>• Edible fig (<i>Ficus carica</i>)</li> <li>• Fountain grass (<i>Pennisetum setaceum</i>)</li> <li>• French broom (<i>Genista monspessulana</i>)</li> <li>• Ice plant, sea fig (<i>Carpobrotus edulis</i>)</li> <li>• Leafy spurge (<i>Euphorbia esula</i>)</li> <li>• Myoporum (<i>Myoporum</i> spp.)</li> <li>• Olive (<i>Olea europaea</i>)</li> <li>• Pampas grass (<i>Cortaderia selloana</i>), and Andean pampas grass (<i>C. jubata</i>)</li> <li>• Russian olive (<i>Elaeagnus angusticifolia</i>)</li> <li>• Scotch broom (<i>Cytisus scoparius</i>) and striated broom (<i>C. striatus</i>)</li> <li>• Spanish broom (<i>Spartium junceum</i>)</li> <li>• Tamarix, salt cedar (<i>Tamarix chinensis</i>), (<i>T. gallica</i>), (<i>T. parviflora</i>), (<i>T. ramosissima</i>)</li> <li>• Blue gum (<i>Eucalyptus globulus</i>)</li> <li>• Athel tamarisk (<i>Tamarix aphylla</i>)</li> </ul> <p>With the exception of poison oak, only those species listed in the Specific Plan's Suggested Plant List (Appendix E) shall not be planted anywhere on-site because they are invasive non-native plant species. Poison oak is a native plant species and could be used to deter human entrance to an area such as a mitigation/enhancement area.</p> |  |
| <b>CULTURAL RESOURCES</b>  |  |  |
| <p><b>CR-1</b> There is the potential that project construction will disturb previously unidentified buried archeological deposits and/or human remains. This is considered a Class II, <i>significant but mitigable</i> impact.</p> | <p>In addition to the provisions incorporated in the Specific Plan, the following mitigation measures would further reduce impacts related to cultural resources to less than significant levels.</p> <p><b>CR-1(a) Areas Not Surveyed.</b> All areas that were not surveyed by Conejo, as indicated in Figure 4.5-1, that will be subject to project-related earth disturbance shall be subject to archaeological survey prior to any such disturbances. This shall include APNs 076-481-014, 076-481-012, 076-491-003, 075-491-004, and 076-491-001, any planned trails or other developments within the areas designated as open space.</p>   | <p>Implementation of the Specific Plan's provisions and the required mitigation measures would reduce disturbance of archeological deposits and human remains to less than significant levels.</p> |



**Table ES-1. Summary of Environmental Impacts, Mitigation Measures and Residual Impacts**

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|  | <p><b>CR-1(b) Righetti Hill.</b> Even though it is located within an area designated as open space, the top of Righetti Hill should be subject to archaeological survey. The City is responsible for the survey as part of any project to create a trail system that would provide access to the top of the hill by the general public.</p> <p><b>CR-1(c) Vegetation Clearance Monitoring.</b> Due to poor ground surface visibility, vegetation clearance/initial grading of the areas shown on Figure 4.5-2 should be monitored by an archaeologist. The archaeologist shall have the power to temporarily halt or redirect project construction in the event that potentially significant archaeological resources are exposed. Based on monitoring observations the lead archaeologist shall have the authority to refine the monitoring requirements as appropriate (i.e., change to spot checks, reduce the area to be monitored) in consultation with the lead agency. If potentially significant prehistoric or historic resources are exposed the lead archaeologist shall be responsible for evaluating the nature and significance of the find. If no archaeological resources are observed following the vegetation clearance/initial grading then no further monitoring shall be required. A monitoring report shall be provided to the City of San Luis Obispo and the CCIC.</p> <p><b>CR-1(d) Archaeological Resource Construction Monitoring.</b> At the commencement of project construction, an orientation meeting shall be conducted by an archaeologist for construction workers associated with earth disturbing procedures. The orientation meeting shall describe the possibility of exposing unexpected archaeological resources and directions as to what steps are to be taken if such a find is encountered.</p> <p>An archaeologist shall monitor construction grading within 50 meters (164 feet) of the two isolated finds. In the event that prehistoric or historic archaeological resources are exposed during project construction, all earth disturbing work within 50 meters (164 feet) of the find must be temporarily suspended or redirected until an archaeologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated (e.g., curation, preservation in place, etc.), work in the area may resume. The City should consider retaining a Chumash representative to monitor any field work associated with Native American cultural material.</p> <p>If human remains are exposed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98.</p> |                                      |



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| <p><b>CR-2</b> Project development will result in earth disturbance at several locations considered sensitive for archaeological resources. This is considered a Class II, <i>significant but mitigable</i> impact.</p> | <p>The following mitigation measure would reduce potential impacts related to identified archaeological resources to a less than significant level.</p> <p><b>CR-2(a) Subsurface Archaeological Testing.</b> If avoidance of an archaeological site(s) is not possible, a Subsurface Archaeological Resource Evaluation (SARE) shall be completed prior to issuance of a Land Use Permit. A SARE should be undertaken for Orcutt-1 with the following goals:</p> <ul style="list-style-type: none"> <li>a) Determine if there are intact subsurface deposits associated with this site;</li> <li>b) Determine the site's boundaries;</li> <li>c) Assess the site's integrity, i.e., is it intact or highly disturbed; and</li> <li>d) Evaluate the site's importance or significance.</li> </ul> <p>The City should consider retaining a Chumash representative to monitor any subsurface testing/excavation at Orcutt-1. Results of the Phase 2 Evaluation will determine the need or lack thereof for additional data recovery and/or construction monitoring in the archaeological site area. When feasible, avoidance of impacts through project redesign is the preferred method for mitigating impacts to significant archaeological resources.</p> <p>The archaeological excavation(s) shall be based on a written explicit research design that includes a statement of research objectives and a program for carrying out these objectives. All cultural materials collected shall be curated at a qualified institution that has proper facilities and staffing for insuring research access to the collections.</p> <p><b>CR-2(b) Construction Monitoring.</b> An archaeologist should monitor construction grading in the vicinity of the two isolated finds.</p> | <p>Impacts would be reduced to less than significant with implementation of proposed mitigation.</p> |
| <p><b>CR-3</b> Implementation of the proposed project could result in indirect impacts to identified archaeological resources. This is considered a Class II, <i>significant but mitigable</i> impact.</p>              | <p>The following mitigation measure would reduce potential indirect impacts related to identified archaeological resources to a less than significant level.</p> <p><b>CR-3(a) Prohibition of Archaeological Site Tampering.</b> Off-road vehicle use, unauthorized collecting of artifacts, and other activities that could destroy or damage archaeological or cultural sites shall be prohibited. Signs shall be posted on the property to discourage these types of activities and warn of trespassing violations and imposed fines.</p>  | <p>Impacts would be reduced to less than significant with implementation of proposed mitigation.</p> |
| <p><b>CR-4</b> Implementation of the proposed project could result in indirect impacts to historical resources. This is considered a Class II, <i>significant but mitigable</i> impact.</p>                             | <p><b>CR-4(a) Historical Evaluation.</b> Prior to development, a qualified historian should be retained to conduct a historical evaluation of the 50+ year old structures within the Orcutt Area using the City's Historic Preservation Program Guidelines. Any structure determined to be an important/ significant historic resource shall be mitigated</p>   | <p>Impacts would be reduced to less than significant with implementation of proposed mitigation.</p> |



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|  | as appropriate prior to its demolition or relocation. The historic structure evaluation should include the history of the Skinner/Righetti Ranch and the ranch complex should be recorded on appropriate DPR forms. Finally, the historian shall determine if project development will have any significant direct or indirect impacts on the Bettencourt/Rodriguez Adobe, a city historic landmark located immediately adjacent to the Orcutt Area.  |   |
| <b>DRAINAGE AND WATER QUALITY</b>  |   |   |
| <p><b>D-1</b> During construction of the proposed project, the soil surface would be disrupted and potentially become subject to erosion, with potential off-site sedimentation and pollutant discharges. Alterations in drainage patterns and grading during the construction period could result in construction-related erosion problems. This is considered a Class II, <i>significant but mitigable</i> impact.</p> | <p>The following mitigation measures address the requirements for construction and post-construction scenarios:</p> <p><b>D-1(a) Erosion Control Plan.</b> Prior to issuance of the first Grading Permit or approval of improvement plans, the applicant shall submit to the Directors of Community Development and Public Works for review and approval a detailed erosion control plan (ECP) to mitigate erosion and sedimentation impacts during the construction period. The detailed ECP shall be accompanied by a written narrative and be approved by the City Engineer. At a minimum, the ECP and written narrative should be prepared according to the guidelines outlined in the DDM and should include the following:</p> <ul style="list-style-type: none"> <li>• A proposed schedule of grading activities, monitoring, and infrastructure milestones in chronological format;</li> <li>• Identification of critical areas of high erodibility potential and/or unstable slopes;</li> <li>• Soil stabilization techniques such as short-term biodegradable erosion control blankets and hydroseeding should be utilized. Silt fences should be installed downslope of all graded slopes. Straw bales should be installed in the flow path of graded areas receiving concentrated flows, as well as around storm drain inlets;</li> <li>• Description of erosion control measures on slopes, lots, and streets;</li> <li>• Contour and spot elevations indicating runoff patterns before and after grading;</li> <li>• Filter systems at catch basins (drop inlets) in public streets as a means of sediment control; and</li> <li>• The post-construction inspection of all drainage facilities for accumulated sediment, and the clearing of these drainage structures of debris and sediment.</li> </ul> <p><b>D-1(b) Storm Water Pollution Prevention Plan.</b> The applicant shall comply with NPDES General Construction Activities Storm Water Permit Requirements established by the CWA. Pursuant to the NPDES Storm Water Program, an application for coverage under the statewide General Construction Activities Storm Water Permit (General Permit) must be obtained for project development. It is the responsibility</p> | <p>Implementation of an Erosion Control Plan and Stormwater Pollution Prevention Plan would reduce impacts from construction erosion to less than significant levels.</p> |



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|  | <p>of the project applicant to obtain coverage prior to site construction.</p> <p>The applicant can obtain coverage under the General Permit by filing a Notice of Intent (NOI) with the State Water Resource Control Board's (SWRCB) Division of Water Quality. The filing shall describe erosion control and storm water treatment measures to be implemented during and following construction and provide a schedule for monitoring performance. These BMPs will serve to control point and non-point source (NPS) pollutants in storm water and constitute the project's SWPPP for construction activities. While the SWPPP will include several of the same components as the ECP, the SWPPP will also include BMPs for preventing the discharge of other NPS pollutants besides sediment (such as paint, concrete, etc.) to downstream waters.</p> <ul style="list-style-type: none"> <li>• <b>Notice of Intent.</b> Prior to beginning construction, the applicant shall file a Notice of Intent (NOI) for discharge from the proposed development site.</li> <li>• <b>Storm Water Pollution Prevention Plan.</b> The applicant shall require the building contractor to prepare and submit a SWPPP to the City forty-five (45) days prior to the start of work for approval. The contractor is responsible for understanding the State General Permit and instituting the SWPPP during construction. A SWPPP for site construction shall be developed prior to the initiation of grading and implemented for all construction activity on the project site in excess of one acre. The SWPPP shall include specific BMPs to control the discharge of material from the site. BMP methods may include, but would not be limited to, the use of temporary detention basins, straw bales, sand bagging, mulching, erosion control blankets, silt fencing, and soil stabilizers. Additional BMPs should be implemented for any fuel storage or fuel handling that could occur on-site during construction. The SWPPP must be prepared in accordance with the guidelines adopted by the State Water Resources Control Board (SWRCB). The SWPPP shall be also submitted to the City along with grading/development plans for review and approval.</li> <li>• <b>Notice of Completion of Construction.</b> The applicant shall file a notice of completion of construction of the development, identifying that pollution sources were controlled during the construction of the project and implementing a closure SWPPP for the site.</li> </ul> |   |
| <p><b>D-2</b> Increased runoff on-site could deteriorate on-site streambank conditions, leading to long-term erosion on-site. Impacts are considered Class II, <i>significant but mitigable</i>.</p> | <p>The proposed Specific Plan includes goals, policies, and programs which are intended to address potential impacts associated with this issue. The following mitigation measures are recommended.</p>   | <p>Implementation of the mitigation measures above will ensure appropriate bank stabilization, channel modification, and riparian revegetation methods to</p> |



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|  | <p><b>D-2(a) Vegetative and Biotechnical Approaches to Bank Stabilization.</b> Vegetative or biotechnical (also referred to as soil bioengineering) approaches to bank stabilization are preferred over structural approaches. Bank stabilization design must be consistent with the SLO Creek Stream Management and Maintenance Program Section 6. Streambank stabilization usually involves one or a combination of the following activities:</p> <ul style="list-style-type: none"> <li>• Regrading and revegetating the streambanks to eliminate overhanging banks and create a more stable slope;</li> <li>• Deflecting erosional water flow away from vulnerable sites;</li> <li>• Reducing the steepness of the channel bed through installation of grade stabilization structures;</li> <li>• Altering the geometry of the channel to influence flow velocities and sediment deposition;</li> <li>• Diverting a portion of the higher flow into a secondary or by-pass channel;</li> <li>• Armoring or protecting the bank to control erosion, particularly at the toe of slopes.</li> </ul> <p>The bank stabilization design will:</p> <ul style="list-style-type: none"> <li>• Be stable over the long term;</li> <li>• Be the least environmentally damaging and the "softest" approach possible;</li> <li>• Not create upstream or downstream flooding or induce other local stream instabilities;</li> <li>• Minimize impacts to aquatic and riparian habitat.</li> </ul> <p><b>D-2(b) Constructed Natural Channel.</b> Where the creeks within the Orcutt Plan Area may need to be modified to create sufficient conveyance capacity and mitigate geomorphic instability, (i.e. floodable terraces within the proposed linear park), design guidelines from Section 5.3 of the SLO Creek Drainage Design Manual shall be applied. The waterways are to be designed in accordance with all provisions of the design criteria applicable to Constructed Natural Channels. Typically, this would include construction of a compound channel utilizing an in-channel bench or terrace whenever feasible, considerations of stable channel planform geometry, use of setbacks and buffer strips at top of bank, planting using native plants, and slope stabilization using biotechnical erosion control methods.</p> <p><b>D-2(c) Riparian Zone Planting.</b> The OASP proposes riparian enhancement of creek corridors. Section 11 guidelines of the SLO Creek Drainage Design Manual shall be followed for riparian areas that are modified, created and/or managed for flood damage reduction, stream enhancement, and bank repair. Linear park terrace vegetation, streambank repair and channel maintenance projects may require stream channel</p> | <p>mitigate the contribution of on-site sediments to the detention basin system.</p> |



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|   | <p>modifications that include shaping, widening, deepening, straightening, and armoring. Many channel management projects also require building access roads for maintenance vehicles and other equipment. These construction activities can cause a variety of impacts to existing sensitive riparian and aquatic habitat that, depending on the selected design alternative, range from slight disturbances to complete removal of desirable woody vegetation and faunal communities. In urban areas within the SLO creek watershed, riparian vegetation often provides the only remaining natural habitat available for wildlife populations.</p>  |   |
| <p><b>D-3</b> Regional detention basin storage has the potential to have downstream erosion impacts from longer durations of downstream flows. This impact is considered a Class II, <i>significant but mitigable</i> impact.</p> | <p>The Specific Plan incorporated the following design criteria for the proposed basins within the Plan area:</p> <ul style="list-style-type: none"> <li>• Reduce 100-year post development peak runoff to 25-year pre-development rate.</li> <li>• Reduce 50-year post development peak runoff to 20 year pre-development rate.</li> <li>• Limit 10-year post development peak runoff to 10-year pre-development rate.</li> <li>• Limit 2-year post development peak runoff to within 5 percent of the 2 year pre-development rate.</li> </ul> <p>In addition to the above criteria proposed, the following mitigation measure is recommended to further reduce impacts caused by downstream flow and erosion:</p> <p><b>D-3(a) Payment of Fair Share Fees for Area Drainage Improvements.</b> The City/Zone 9 Waterway Management Plan (WMP, Questa, 2002) provides for imposition of a Drainage Impact Fee on new development projects that would result in adverse hydrological impacts. The Drainage Impact Fee can only be used to pay for drainage improvements made necessary by the hydrologic impacts of a project. The applicant shall pay their "fair share" of any mitigation fee established by the City of San Luis Obispo for drainage improvements made necessary by cumulative project development. These fair share fees may be used to fund components of the City's Storm Drain Master Plan (Boyle Engineering, 2000), or other improvements as identified by the City. Components of the City's Storm Drain Master Plan preferred alternative downstream of the Orcutt Plan Area include:</p> <ul style="list-style-type: none"> <li>• A new concrete box culvert at Broad Street on Orcutt Creek,</li> <li>• A new concrete slab bridge at Santa Fe Road on the East Branch of SLO Creek, and</li> <li>• A modified channel for improved conveyance capacity from Santa Fe to Buckley Road on the East Branch of SLO Creek.</li> </ul> | <p>In association with the Specific Plan's design criteria, implementation of the proposed mitigation measure would reduce impacts to less than significant levels.</p> |
| <p><b>D-4</b> Development of the proposed project could result in an increase in peak discharges at downstream locations. This</p>  | <p>The following mitigation measures are recommended to ensure proper design and safety of detention facilities:</p> <p><b>D-4(a) Compliance with City's Drainage Design</b></p>  | <p>While the proposed detention system is not predicted to have significant downstream impacts on peak discharge</p>  |





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| <p>impact is considered a Class II, <i>significant but mitigable</i> impact.</p> | <p><b>Manual.</b> All drainage improvements must be constructed in accordance with Section 9 of the City's Drainage Design Manual. Either subregional facilities shall be constructed with the first phase of development or interim (on-site) drainage control shall be constructed. Interim facilities can be abandoned once regional facilities are available. The applicant shall submit a detention system plan to the Director of Public Works for review and approval.</p> <p>The detention basins shall be designed to comply with applicable City drainage design standards and at a minimum have the following features:</p> <ul style="list-style-type: none"> <li>• Each basin should include an outlet structure to allow the basin to drain completely within 48 hours. The amount of outflow can be regulated with a fixed outfall structure. Such a structure must include an outfall pipe of a size and length that will give positive control on the outfall head. The principal outlet regulates the design discharge from the watershed above at a water level in the basin that does not exceed a certain maximum elevation.</li> <li>• Regional, or larger on-site facilities can pose significant hazards to public safety in the event of failure. In addition to the outlet control structure, an emergency overflow spillway (secondary overflow) must be provided. This spillway must satisfy the following requirements: <ul style="list-style-type: none"> <li>- The spillway must be designed to pass the 100-year design storm event if the outlet works fail or if a runoff event exceeds the design event. The spillway design will be based on peak runoff rates for developed site conditions, assuming that the basins fill to the crest of the spillway prior to the beginning of the design event.</li> <li>- The spillway must be located so overflow is conveyed safely to the downstream channel.</li> </ul> </li> <li>• Each basin shall be designed with an emergency spillway that can pass the 100-year storm event with 2-foot freeboard between the design water surface elevation and the top of the embankment. At a minimum the basin must contain the 10-year flow without release to emergency spillway. If flows over the emergency spillway do occur, provisions must be made or be in place that will convey such flows safely.</li> <li>• The design volume of the basin must be sized to include the capacity for a five (5) year accumulation of sediment. Generally, the basin should be cleared out when it is half-full, as determined on a marked staff in the bottom of the basin, or a mark on a riser pipe. The amount of potential sedimentation in the basin shall be determined by a soils engineer or hydrologist, using the procedures such as those outlined in the <i>Association of Bay Area</i></li> </ul> | <p>rates, the current design of detention structures is still conceptual for the OASP. The implementation of Mitigation Measure D-4(a) would ensure that project impacts associated with proposed OASP development would be <i>less than significant</i>.</p> |



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|---|---|---|
| <b>Impact</b>   | <b>Mitigation Measures</b>  | <b>Significance After Mitigation</b>  |
|   | <p><i>Government's</i> (ABAG) Manual of Standards for Erosion and Sediment Control (May 1995) or as approved by the City Engineer or County Public Works Director.</p> <ul style="list-style-type: none"> <li>The basin and its outfall must be sized so that approximately 85% of the total stormwater storage, excluding sediment storage in the basin can be recovered within twenty-four hours of the peak inflow. A basin overflow system must provide controlled discharge (emergency spillway) for the 100-year design event without overtopping the basin embankment and maintain adequate freeboard. The design must provide controlled discharge directly into the downstream conveyance system or safe drainage way. The principal outlet must be able to drain the detention facility within 48 hours of the end of the 100-year storm by gravity flow through the principal outlet.</li> <li>Any detention basin design must be accompanied by a soils report. This report should address allowable safe basin slopes with respect to liquefaction, rapid draw down, wave action and so forth. Additionally, the report should also address sedimentation transport from areas above the basin and allowable bearing pressures where structures are to be placed. The soils report must address the level of the water table and the effects of the basin excavation on the water table.</li> </ul> <p><b>D-4(b) Final Drainage Detention System Verification.</b> Final detention basin system designs for project-specific EIRs within the Orcutt Plan Area shall be submitted to the Public Works Department. Per the Wastewater Management Plan, the project shall not cause more than a 5% increase of peak run off rates for the 2-, 50-, and 100-year 24 hour storm event. Final basin designs shall provide stage-storage-outflow curves and outfall structure details for all detention basins. The San Luis Obispo SLO/Zone 9 HEC-HMS hydrology model may be used to model final detention basin system cumulative downstream impacts should specific projects propose substantial changes to conceptual design, at the discretion of the City Engineer.</p> |   |
| <p><b>D-5</b> During long-term operation of the proposed project, runoff from the site could affect the water quality in creeks within the Specific Plan Area. Project development could result in an increase in non-point source (NPS) pollutants to receiving waters. Impacts are considered Class II, <i>significant but mitigable</i>.</p> | <p><b>D-5(a) Biofilters.</b> The applicant shall submit to the Director of Community Development for review and approval a plan that incorporates grassed swales (biofilters) into the project drainage system where feasible for runoff conveyance and filtering of pollutants. A preferred alternative to concrete drainage swales to transport the runoff to roadside ditches, these swales shall be lined with grass or appropriate vegetation to encourage the biofiltration of sediment, phosphorus, trace metals, and petroleum from runoff prior to discharge into the formal drainage network. General design guidelines relevant to optimizing the pollutant removal mechanisms of grassed swales are: 1) a dense,</p>  | <p>Implementation of the identified mitigation measures would reduce project impacts associated with NPS pollutants to a less-than-significant level.</p> |



**Table ES-1. Summary of Environmental Impacts, Mitigation Measures and Residual Impacts**

| <b>CLASS II IMPACTS: SIGNIFICANT BUT MITIGABLE</b> |   |                                      |
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| <b>Impact</b>                                      | <b>Mitigation Measures</b>  | <b>Significance After Mitigation</b> |
|  | <p>uniform growth of fine-stemmed herbaceous plants for optimal filtering of pollutants; 2) vegetation that is tolerant to the water, climatological, and soil conditions of the project site is preferred; 3) grassed swales that maximize water contact with the vegetation and soil surface have the potential to substantially improve removal rates, particularly of soluble pollutants; and 4) pollutant removal efficiency is increased as the flow path length is increased. General maintenance guidelines for biofilters are discussed in Mitigation Measure D-5(b).</p> <p>A Best Management Practice (BMP) filter device shall be installed to intercept water flowing off of proposed parking lot and roadway surfaces. Water quality BMPs shall be those identified in the California Stormwater Quality association's BMP handbook. Whenever feasible, the preferred approach to treating surface runoff will be the use of drainage swales rather than mechanical devices. The chosen method for treating runoff shall be a proven and documented pollution prevention technology device that removes oil and sediment from stormwater runoff, and retains the contaminants for safe and easy removal. The chosen device shall possess design features to prevent resuspension of previously collected contaminants and materials, and contain a built-in diversion structure to divert intense runoff events and prevent scouring of the previously collected sediments. The filter devices shall be designed and sized to treat the run off from the first 25 mm (1 inch) of rainfall. The storm water quality system must be reviewed and approved by the City Director of Public Works.</p> <p><b>D-5(b) SWPPP Maintenance Guidelines.</b><br/>Prior to issuance of the first grading permit or approval of improvement plans, the applicant shall submit to the Director of Community Development and Director of Public Works for review and approval a long-term storm water pollution prevention plan (SWPPP) to protect storm water quality after the construction period. The SWPPP shall include the following additional BMPs to protect storm water quality:</p> <ul style="list-style-type: none"> <li>• Proper maintenance of parking lots and other paved areas can eliminate the majority of litter and debris washing into storm drains and thus, entering local waterways. Regular sweeping is a simple and effective BMP aimed at reducing the amount of litter in storm drain inlets (to prevent clogging) and public waterways (for water quality). The project applicant shall enter into an agreement with the City of San Luis Obispo to ensure this maintenance is completed prior to approval of improvement plans or final maps.</li> <li>• Proper maintenance of biofilters is essential to maintain functionality. The maintenance of biofilters on the project site will be the responsibility of a homeowner's association for the proposed project.</li> </ul> |                                      |



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|  | <p>Biofilter maintenance would include: 1) Regular mowing to promote growth and increase density and pollutant uptake (vegetative height should be no more than 8 inches, cuttings must be promptly removed and properly disposed of); 2) Removal of sediments during summer months when they build up to 6 inches at any spot, cover biofilter vegetation, or otherwise interfere with biofilter operation; and 3) Reseeding of biofilters as necessary, whenever maintenance or natural processes create bare spots.</p> <ul style="list-style-type: none"> <li>• Proper maintenance of detention basins is necessary to ensure their effectiveness at preventing downstream drainage problems and promoting water quality. Necessary detention basin maintenance includes: 1) regular inspection during the wet season for sediment buildup and clogging of inlets and outlets; 2) regular (approximately every 2-3 years) removal of basin sediment; and 3) if an open detention basin is used, mowing and maintenance of basin vegetation (replant or reseed) as necessary to control erosion. A maintenance plan must be developed and provided along with the design documents. Long-term detention basin maintenance plans must clearly delineate and assign maintenance and monitoring responsibilities for local and regional detention basins. Maintenance reports shall be submitted annually to City's Public Works Department.</li> <li>• For basins greater than 5,000 m<sup>3</sup> (4 ac-ft) storage (i.e. the Upper Fork regional detention basin), vehicular access for maintenance of the basin and outlet works, removal of sediment, and removal of floating objects during all weather conditions must be provided. An access road must be provided to the basin floor of all detention facilities. This road must have a minimum width of 3.7 m (12 ft) and a maximum grade of 20%. Turnarounds at the control structure and the bottom of the basin must have a 12-m (40-ft) minimum outside turning radius.</li> <li>• The applicant shall prepare informational literature and guidance on residential BMPs to minimize pollutant contributions from the proposed development. This information shall be distributed to all residences at the project site. At a minimum the information should cover: 1) general information on biofilters and detention basins for residents concerning their purpose and importance of keeping them free of yard cuttings and leaf litter; 2) proper disposal of household and commercial chemicals; 3) proper use of landscaping chemicals; 4) clean-up and appropriate disposal of yard cuttings and leaf litter; and 5) prohibition of any washing and dumping of materials and chemicals into storm drains.</li> <li>• The stormwater BMP devices shall be inspected, cleaned and maintained in accordance with the manufacturer's maintenance specifications. The</li> </ul> |                                      |



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|  | <p>devices shall be cleaned prior to the onset of the rainy season (i.e. November 1st) and immediately after the end of the rainy season (i.e. May 1st). All devices will be checked after major storm events. The results of the inspection and maintenance report shall be submitted to the City of San Luis Obispo Public Works Department.</p> <p><b>D-5(c) Pervious Paving Material.</b> Consistent with Land Use Element Policy 6.4.7, the applicant shall be encouraged to use pervious paving material to facilitate rainwater percolation. Parking lots and paved outdoor storage areas shall, where feasible, use pervious paving to reduce surface water runoff and aid in groundwater recharge.</p>  |   |
| <p><b>D-6</b> During long-term operation of the proposed project, runoff from the site could affect the water quality of creeks downstream of the Orcutt Plan Area. Project development could result in an increase in non-point source (NPS) pollutants to receiving waters. Impacts are considered Class II, <i>significant but mitigable</i>.</p> | <p>The following mitigation measure is recommended:</p> <p><b>D-6(a) Wetland Habitat Function.</b> A wetland habitat enhancement project is proposed as a feature of the linear park/regional detention basin. The wetland habitat would function as a permanent pond within the detention basin. Therefore:</p> <ul style="list-style-type: none"> <li>• The volume of the permanent pond shall not be counted towards the total storage volume of the regional detention basin;</li> <li>• Basin outlets shall be located above the desired permanent water surface, to prevent the basin from draining completely;</li> <li>• Mitigation Measure D-5(b) requires regular maintenance and monitoring of detention basin sediment accumulation.</li> </ul>  | <p>The mitigation measure above would ensure that proposed detention basins would have less-than- significant impacts on water quality downstream in the long-term.</p>   |
| <b>GEOLOGY</b>   |  |   |
| <p><b>G-2</b> Seismic activity could produce sufficient ground shaking to result in liquefaction at the project site. This is considered a Class II, <i>significant but mitigable</i> impact.</p>  | <p>The proposed Specific Plan includes a program which is intended to reduce potential impacts associated with liquefaction for the Plan area.</p> <p>To clarify the above policy, the following mitigation measure is required, which is intended to more fully address methodologies that could be implemented to reduce liquefaction impacts.</p> <p><b>G-2(a) Geotechnical Study Parameters.</b> As stated in Program 3.4.1.a. of the proposed Specific Plan, a geotechnical study shall be prepared by a State-registered engineering geologist for the project site prior to site development. This report shall include an analysis of the liquefaction potential of the underlying materials according to the most current liquefaction analysis procedures. This study shall also:</p> <ul style="list-style-type: none"> <li>• <i>evaluate the potential for soil settlement beneath the project site</i></li> <li>• <i>evaluate the potential for expansive soils beneath the project site</i></li> <li>• <i>assess the stability of all slopes in the areas where</i></li> </ul> | <p>Implementation of the Specific Plan's policies and related mitigation measure in project design would address impacts related to seismically induced liquefaction to the extent of industry standards; therefore impacts would be less than significant.</p> |



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|  | <p><i>construction is to occur. This evaluation shall determine the potential for adverse soil stability and discuss appropriate mitigation techniques. Appropriate set backs from unstable slopes and areas below potential rockfall zones shall be implemented. No development of residential structures is to occur in areas where rockfall hazards could damage buildings.</i></p> <p>The following suitable measures to reduce liquefaction impacts could include but need not be limited to:</p> <ul style="list-style-type: none"> <li>• <i>specialized design of foundations by a structural engineer;</i></li> <li>• <i>removal or treatment of liquefiable soils to reduce the potential for liquefaction;</i></li> <li>• <i>drainage to lower the groundwater table to below the level of liquefiable soil;</i></li> <li>• <i>in-situ densification of soils or other alterations to the ground characteristics; or other alterations to the ground characteristics.</i></li> </ul>  |  |
| <p><b>G-3</b> The Specific Plan area is located in an area defined as having a high potential for settlement. This is considered a Class II, <i>significant but mitigable</i> impact.</p>                                      | <p>The following measures would reduce settlement hazard impacts to less than significant levels:</p> <p><b>G-3(a) Soil Settlement Engineering.</b> If the project site is identified to be in a high potential for settlement zone (through the Geotechnical Study required in Mitigation Measure G-2(a)) the building foundations, transportation infrastructure and subgrades shall be designed by a structural engineer to withstand the existing conditions, or the site shall be graded in such a manner as to address the condition.</p> <p>Suitable measures to reduce settlement impacts could include but need not be limited to:</p> <ul style="list-style-type: none"> <li>• excavation and recompaction of on-site or imported soils;</li> <li>• treatment of existing soils by mixing a chemical grout into the soils prior to recompaction; or</li> <li>• foundation design that can accommodate certain amounts of differential settlement such as posttensional slab and/or ribbed foundations designed in accordance with Chapter 18, Division III of the Uniform Building Code (UBC).</li> </ul> | <p>If the mitigation measures above are implemented, the impacts related to soil settlement would be reduced to a less than significant level.</p> |
| <p><b>G-4</b> The Specific Plan area is located in an area defined as having moderate to high potential for the expansion or contraction of soils. This is considered a Class II, <i>significant but mitigable</i> impact.</p> | <p>The following measures would reduce soil expansion/contraction hazard impacts to less than significant levels:</p> <p><b>G-4(a) Expansive Soils Grading.</b> If the project site is identified as having expansive soils (through the Geotechnical Study required in Mitigation Measure G-2(a)), the foundations and transportation infrastructure shall be designed by a structural engineer to withstand the existing conditions, or the site shall be graded in such a manner as to address the condition.</p>  | <p>If the mitigation measures above are implemented, the impacts related to soil expansion would be reduced to a less than significant level.</p>  |



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|  | <p>Suitable measures to reduce impacts from expansive soils could include but need not be limited to:</p> <ul style="list-style-type: none"> <li>• excavation of existing soils and importation of non-expansive soils; and</li> <li>• foundation design to accommodate certain amounts of differential expansion such as posttensional slab and/or ribbed foundations designed in accordance with Chapter 18, Division III of the UBC.</li> </ul>   |   |
| <p><b>G-5</b> Soil stability conditions contributing to landslides, debris flows, or rock falls exist within the Plan Area. This is considered a Class II, <i>significant but mitigable</i> impact. Development near areas of rockfall are considered a Class II, <i>significant but mitigable</i> impact.</p> | <p><b>G-5(a) Slope Engineering.</b> If the Specific Plan area is identified as having unstable slopes within the development envelope (through the Geotechnical Study required in Mitigation Measure G-2(a)), either the development envelope shall be modified so as to avoid these unstable slopes, or the slopes will have to be engineered so as to no longer be unstable. The design of slopes to withstand any unstable conditions shall be performed by a Geotechnical Engineer or Engineering Geologist, and the mitigation must be approved by the City of San Luis Obispo building department before the issuance of grading permits.</p>  | <p>No residential structures are to be built in areas where rockfall or landslide hazards are shown or expected to exist. Areas having unstable slopes shall be engineered so as to remove or recontour the slopes and stabilize the slopes prior to grading. This mitigation is designed to reduce potential effects to a less than significant level.</p> |
| <b>NOISE</b>   |  |   |
| <p><b>N-1</b> Construction under the Specific Plan would temporarily generate high noise levels on-site. Because noise could exceed thresholds in the City General Plan Noise Element, impacts are considered Class II, <i>significant but mitigable</i>.</p>  | <p>Implementation of the policy and programs included in the Specific Plan would reduce impacts to noise generated from temporary construction. In addition to the policies and programs, the following mitigation measure is required to reduce construction noise impacts on nearby residences:</p> <p><b>N-1(a) Compliance with City Noise Ordinance.</b> Construction hours and noise levels shall be compliant with the City Noise Ordinance [Municipal Code Chapter 9.12, Section 9.12.050(6)]. Methods to reduce construction noise can include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>• <b>Equipment Shielding.</b> Stationary construction equipment that generates noise can be shielded with a barrier.</li> <li>• <b>Diesel Equipment.</b> All diesel equipment can be operated with closed engine doors and equipped with factory-recommended mufflers.</li> <li>• <b>Electrical Power.</b> Whenever feasible, electrical power can be used to run air compressors and similar power tools.</li> <li>• <b>Sound Blankets.</b> The use of sound blankets on noise generating equipment.</li> </ul> | <p>With implementation of the provisions within the Specific Plan and the required mitigations, noise impacts due to construction would be reduced to less than significant levels.</p>   |
| <p><b>N-4</b> The proposed Specific Plan would place additional sensitive receptors in the vicinity of the Union Pacific Railroad tracks, exposing them to noise levels that could potentially exceed City noise standards. This is</p>  | <p>The Orcutt Area Specific Plan includes goals, policies, and programs that are intended to reduce noise impacts caused by the nearby railroad.</p> <p>In addition to the provisions proposed in the Specific Plan, the following mitigation measures are required to reduce UPRR noise impacts on nearby residences:</p>   | <p>With implementation of the programs contained in the Specific Plan and the above mitigation measures, impacts would be less than significant.</p>  |



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| considered a Class II, <i>significant but mitigable</i> , impact.   | <p><b>N-4(a) Specific Plan Revision.</b> The Specific Plan shall be revised to meet the noise standards of the City General Plan Noise Element. Policy 4.5.1a shall be revised to require that outdoor noise levels for residences not exceed 60 dB (Ldn) and indoor noise levels for residences and schools not exceed 45 dB (Ldn). Program 4.5.2a shall also be revised to ensure that these standards are met. Indoor noise levels can be reduced using the design and materials techniques described in Specific Plan Programs 4.5.1a, 4.5.1b, 4.5.1c, 4.5.1d, 4.5.1e, 4.5.1f, 4.5.2a, 4.5.2b, and 4.5.2c. Outdoor noise levels can be reduced in the following ways:</p> <ol style="list-style-type: none"> <li>1) Locate all proposed residential and school development outside of the 60 Ldn contour line (352 feet from the centerline of the railroad); or</li> <li>2) For any residential or school development located within 352 feet of the railroad centerline, a combination of barrier methods specified in the Noise Element must be implemented. Residential or school project applicants in this area shall demonstrate to the satisfaction of the Community Development Department that proposed development will not be exposed to outdoor noise levels that exceed Noise Element standards. Because of the varying topography of the site relative to the railroad tracks, and the fact the development design has not been determined, the specific attenuation methods cannot be definitively determined. Options could include one or more of the following approaches: <ul style="list-style-type: none"> <li>• Berm or wall along the railroad right-of-way, which would likely vary in height from about 8 to 20 feet, based on preliminary noise models included in this EIR;</li> <li>• Design of individual homes such that structures block the line-of-sight from useable backyards to the railroad tracks;</li> <li>• For homes with backyards not blocked by intervening structures, backyard fencing of sufficient height to block line-of sight to railroad tracks.</li> </ul> </li> </ol> <p>The design of noise barriers and backyard layouts and walls shall be examined by an approved noise consultant, to determine if they provide sufficient mitigation to comply with Noise Element standards related to outdoor noise exposure.</p> |  |
| <b>PUBLIC SAFETY</b>  |   |  |
| <b>S-1</b> Development under the Specific Plan has the potential to expose residents to potentially harmful electric or magnetic fields. This is a Class II, <i>significant but mitigable</i> impact. | <p>As stated in the setting, the City Safety Element includes policies intended to reduce the exposure of people to EMFs. Since the proposed Specific Plan includes residential uses adjacent to the existing transmission line easement the following mitigation is also required.</p> <p><b>S-1(a) EMF Exposure.</b> State or Federal electric or magnetic exposure levels, if established, are to be</p>   | Proposed mitigation would reduce potential impacts related to the exposure to electric and magnetic fields generated by the transmission lines to a less than significant level. |





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|   | <p>followed. In the absence of these exposure standards, no residential structures or residential yards, schools, active parks, or recreational facilities are to be built within the utility corridor right-of-way or easement.</p>  |   |
| <p><b>S-2</b> Development under the Orcutt Area Specific Plan would increase activity levels in the vicinity of the San Luis Obispo Airport Planning Area. The draft Specific Plan is inconsistent with certain safety-related provisions of the Airport Land Use Plan. Revisions to the Specific Plan and density adjustments from the Airport Land Use Commission are required to make the Specific Plan consistent. If the Airport Land Use Commission determines that the Orcutt Area Specific Plan is consistent with the Airport Land Use Plan, this would be considered a Class II, <i>significant but mitigable</i> impact.</p> | <p>Adherence to State requirements for new school sites and Zoning Regulation would reduce the ALUP inconsistencies and associated safety. Goals, policies, programs and performance standards derived from the Orcutt Area Specific Plan would reduce impacts created by or produced by the San Luis Obispo County Airport.</p> <p>In addition to the proposed policies and programs, the following mitigation measures are required related to airport safety impacts.</p> <p><b>S-2(a) Residential Density.</b> Prior to Specific Plan approval by the City Council, the proposed project must be referred to the ALUC for a consistency determination with the ALUP. The ALUC must determine that the proposed residential density is consistent with the ALUP; or, the applicant shall submit a revised Specific Plan that shows a reduction in proposed residential density, consistent with ALUP requirements.</p> <p><b>S-2(b) Disclosure.</b> Prior to recordation of final map, the applicant shall develop Covenants, Codes, and Restrictions (CC&amp;R's) that disclose to potential buyers or lessees that aircraft over-flights occur, and that such flights may result in safety hazard impacts should an aircraft accident occur. In addition, prior to recordation of final map, aviation easements shall be recorded over the entire project site for the benefit of the SLO County Regional Airport.</p> <p><b>S-2(c) Special Function Land Uses.</b> Prior to Specific Plan approval by the City Council, the project must be referred to the ALUC for a consistency determination with the ALUP. The ALUC must determine that the proposed Special Function Land Use is consistent with the ALUP; or, the applicant shall submit revised plans showing that the proposed school has been eliminated from the proposal.</p> | <p>Implementation of the above measures along with adherence to State requirements for new school sites and Zoning Regulation would mitigate airport safety impacts to a less than significant level.</p> |
| <p><b>S-3</b> The Union Pacific Railroad corridor adjacent to potential development under the Specific Plan could create a public safety hazard because of the possibility of accidents. This is a <i>Class II, significant but mitigable</i> impact.</p>   | <p>Transport of hazardous materials on the railway will be required to comply with all federal, state, and local laws pertaining to the handling of hazardous materials. In addition, any school developed pursuant to the Specific Plan would require compliance with Department of Education safety study requirements. This analysis, however, would be conducted through separate review outside the CEQA process. To reduce the potential safety hazard of trespassers on the railroad tracks the following mitigation measures are recommended:</p> <p><b>S-3(a) Pedestrian/Bicycle Passage.</b> A safe and accessible pedestrian/bicycle crossing shall be provided across the UPRR between Orcutt Road and Tank Farm Road. This crossing shall be connected with the proposed bicycle and pedestrian path, and integrated into the bicycle</p>  | <p>With the mitigation recommended above, impacts would be less than significant.</p>   |



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|  | <p>path and sidewalk system. This crossing shall be designed to allow pedestrians and bicyclists to safely travel across the tracks from the Plan Area to the neighborhood on the west side of the tracks. The crossing shall be approved by the City Engineer.</p> <p><b>S-3(b) Signage.</b> Signage that directs people to the pedestrian/bicycle railroad crossing shall be placed in obvious and appropriate locations along the western edge of the Plan Area and along the bike path that runs parallel to the railroad tracks on the west side of the Plan Area.</p> <p><b>S-3(c) Fencing.</b> The Specific Plan shall be revised to include fencing along the western boundary of the Specific Plan area, adjacent to the railroad tracks. Coordination with the UPRR and the City is required to determine the appropriate height and type of fencing. This fencing can be integrated with barriers that are required to meet noise attenuation standards (See impact N-4 in Section 4.8, <i>Noise</i>).</p>   |   |
| <p><b>S-4</b> Suspect recognized environmental conditions that may pose a risk to human health and safety have been observed on portions of the Orcutt Area. This is considered a Class II, <i>significant but mitigable</i> impact.</p> | <p>The Orcutt Area Specific Plan has identified goals, policies, programs, and performance standards, which are intended to reduce public safety impacts to less than significant levels. In addition to the policy and programs within the Specific Plan, the following proposed mitigation would further ensure less than significant impacts related to public safety.</p> <p><b>S-4(a) Areas not surveyed.</b> Prior to development in areas not surveyed for the Limited Phase 1 Environmental Site Assessment (Rincon Consultants, Inc., 2004) a Phase 1 Environmental Site Assessment shall be conducted to identify the presence of recognized environmental conditions associated with soil and groundwater contamination at the site. If recognized conditions are encountered then a Phase II Environmental Site Assessment shall be performed to determine if soil or groundwater have been affected.</p> <p><b>S-4(b) Righetti Hill Abandoned Mine.</b> Prior to allowing public access in the vicinity of the abandoned mine soils samples shall be taken around the entrance and down gradient and analyzed for heavy metals by CCR Title 22 metals.</p> <p><b>S-4(c) Farmhouses.</b> Prior to issuance of any entitlement for development that will require the demolition of farmhouses identified in Figure 4.9-1 a qualified Environmental Scientist shall enter the farmhouses and determine if there may have been any hazardous material releases associated with the storage or use of hazardous materials. If it is determined that there may have been hazardous materials release, a Phase II Environmental Site Assessment shall be performed to determine if soil or groundwater has been affected.</p> | <p>Impacts would be less than significant with implementation of the Specific Plan provisions and the required mitigation measures.</p> |



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|   | <p><b>S-4(d) 55-Gallon Drums.</b> Prior to development on the property where 55-Gallon drums were identified as shown in Figure 4.9-1 soils samples shall be taken in the vicinity of the drums and analyzed for total extractable petroleum hydrocarbons (TEPH) by EPA method 8015, heavy metals by CCR Title 22 metals, and solvents by EPA method 8260B. If levels of contaminants are found to exist in concentrations that exceed regulatory thresholds, further sampling may be needed to determine the extent of contamination. Once the extent of contamination is delineated, an appropriate remediation method should be implemented according to the size of the area contaminated and the contaminant involved.</p>   |  |
| <b>PUBLIC SERVICES</b>  |   |  |
| <p><b>PS-2</b> The project would increase the number of residents served by the San Luis Obispo Fire Department. The increase would affect the personnel, equipment and organization of the Fire Department by increasing the burden on Fire Department services and potentially placing residences outside of the target four minute response time. This would be considered a Class II, <i>significant but mitigable</i>, impact.</p> | <p><b>PS-2(a) Road Widths, Fire Hydrants.</b> Road widths and internal circulation, as well as the placement of fire hydrants, shall be designed with the guidance of the Fire Department. A road system that allows unhindered Fire Department access and maneuvering during emergencies shall be provided. The San Luis Obispo Fire Department shall review all improvement plans for proposed development in the Orcutt Area to ensure compliance with City standards and the Uniform Fire Code.</p> <p><b>PS-2(b) Non-combustible exteriors.</b> Buildings that are in areas of moderate fire hazard and which are close to areas of high or extreme fire hazard shall have non-combustible exteriors.</p> <p><b>PS-2(c) Defensible Space.</b> Accessible space free of highly combustible vegetation and materials shall be provided in the area 30 feet around all structures located within the moderate wildland fire hazard areas.</p> | <p>With proposed mitigation measures, impacts would be reduced to a less than significant level.</p>   |
| <p><b>PS-3</b> The project would increase the number of residents served by the SLCUSD. The increase would result in a Class II, <i>significant but mitigable</i> impact to the school system.</p>  | <p><b>PS-3(a) Buildout Date Notification.</b> The applicant shall notify the San Luis Coastal Unified School District of the expected buildout date of each phase of the project to allow the District time to plan in advance for new students.</p> <p><b>PS-3(b) Statutory School Fees.</b> The applicant shall pay the statutory school fees in effect at the time of issuance of building permits to the appropriate school districts.</p>  | <p>Mitigation Measure PS-4(b) would require the full development fees be charged to a developer by the school districts. Currently the mitigation fee is \$2.14 per square foot of residential development and \$0.34 per square foot of commercial or industrial development. These fees would contribute funding for new school facilities for the students potentially generated by the project. Pursuant to Section 65995 (3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative</p> |



**Table ES-1. Summary of Environmental Impacts, Mitigation Measures and Residual Impacts**

| <b>CLASS II IMPACTS: SIGNIFICANT BUT MITIGABLE</b>  |  |   |
|---|--|---|
| <b>Impact</b>   | <b>Mitigation Measures</b>   | <b>Significance After Mitigation</b>  |
|   |  | act, or both, involving, but not limited to, the planning, use, or developed of real property, or any change in governmental organization or reorganization." Therefore, subsequent to payment of statutory fees, school impacts would be considered less than significant. |
| <b>TRANSPORTATION AND CIRCULATION</b>   |  |   |
| <p><b>T-1</b> The addition of traffic generated by the Specific Plan to Baseline traffic volumes would cause one study roadway segment and one intersection to operate at unacceptable levels during peak hours. This would result in a Class II, <i>significant but mitigable</i>, impact.</p>   | <p>The Specific Plan includes goals, policies and programs which are intended to address safe and efficient circulation within the Specific Plan area. In addition to these Specific Plan provisions, the following mitigation measures are also required to further reduce impacts to roadway segments and intersections.</p> <p><b>T-1(a) Orcutt Road/Tank Farm Road.</b> The additional traffic generated by the Specific Plan will degrade operations at this intersection to an unacceptable level (LOS E), and the peak-hour signal warrant will be met. The addition of a 200' right-turn lane on the southbound approach would mitigate this impact, reducing overall delay to 14.8 seconds (LOS B). With the new right turn lane, the southbound approach would experience a delay of 25.5 seconds (LOS D). The vehicle delay for the northbound approach would be 28.2 seconds (LOS D).</p> <p>Prior to issuance of occupancy permits, the applicants shall complete the improvements identified within this mitigation measure subject to review, inspection and permit issuance by the City.</p> | <p>With implementation of the provisions within the Specific Plan and the required mitigation, impacts to roadways and intersection operations would be reduced to less than significant levels.</p>  |
| <p><b>T-2</b> The addition of traffic generated by the Specific Plan to Buildout traffic volumes would cause one study roadway segment and five intersections to operate at unacceptable levels during peak hours. This would result in a Class II, <i>significant but mitigable</i>, impact.</p> | <p>The following mitigation measures are required to reduce impacts to roadway segments and intersections to a less than significant level.</p> <p><b>T-2(a) Broad Street/South Street-Santa Barbara Road.</b> In order to mitigate Buildout level traffic conditions the intersection will need to be widened to provide a 100 foot southbound right-turn lane. Alternatively, acceptable operations could be achieved by improving the westbound approach to include two left turn lanes and a shared through/right turn lane. Either of these two improvements may result in secondary right-of-way impacts.</p> <p>This specific plan is currently not included in the City's TIF program. The applicant shall be responsible for paying a "fair share" mitigation fee as determined by the Director of Public Works, associated with the estimated intersection improvements.</p> <p><b>T-2(b) Broad Street/Tank Farm Road.</b> The addition of a second southbound left-turn lane and a second northbound left-turn lane is necessary to mitigate</p>  | <p>With implementation of these improvements, roadways and intersections would operate at acceptable levels. Therefore, impacts would be less than significant.</p>   |



**Table ES-1. Summary of Environmental Impacts, Mitigation Measures and Residual Impacts**

| <b>CLASS II IMPACTS: SIGNIFICANT BUT MITIGABLE</b>   |   |   |
|--|---|---|
| <b>Impact</b>  | <b>Mitigation Measures</b>  | <b>Significance After Mitigation</b>  |
|  | <p>Buildout level traffic conditions. This improvement may result in secondary right-of-way impacts.</p> <p>This specific plan is currently not included in the City's TIF program. The applicant shall be responsible for paying a "fair share" mitigation fee as determined by the Director of Public Works, associated with the estimated intersection improvements.</p> <p><b>T-2(c) Orcutt Road/Johnson Avenue.</b> The installation of a single-lane roundabout is necessary to mitigate Buildout level traffic conditions. Installation of a single-lane roundabout would improve intersection operations to LOS A.</p> <p>This specific plan is currently not included in the City's TIF program. The applicant shall be responsible for paying a "fair share" mitigation fee as determined by the Director of Public Works, associated with the estimated intersection improvements. This improvement would be needed as soon as the southwestern portion of the Specific Plan is developed.</p> <p><b>T-2(d) Orcutt Road/Tank Farm Road.</b> The additional traffic generated by the Buildout of the General Plan will trigger the need for a traffic signal at this intersection. Installation of a traffic signal will improve intersection operations to LOS C.</p> <p>This specific plan is currently not included in the City's TIF program. The applicant shall be responsible for paying a "fair share" mitigation fee as determined by the Director of Public Works, associated with the estimated intersection improvements.</p> <p><b>T-2(e) Broad Street/Prado Road Extension.</b> The additional traffic generated by the Buildout of the General Plan will trigger the need for a second northbound left-turn lane. Prior to issuance of occupancy permits, specific plan applicants shall make "fair share" contributions to the City's Orcutt Area Specific Plan mitigation fee program for the addition of a second northbound left-turn lane at the intersection of Broad Street and Prado Road.</p> |   |
| <p><b>T-3</b> If improperly designed, site access and internal circulation roads can result in safety hazards for all users including bicyclists, pedestrians, and transit patrons. The Specific Plan includes site access, emergency access, and internal access road standards to accommodate Specific Plan traffic. Class II, <i>significant but mitigable</i>, impacts would result.</p> | <p>The proposed Specific Plan includes goals, policies, and programs which are intended to address potential impacts associated with site access and circulation. Implementation of these policies and programs would reduce impacts to some extent. However, implementation of the following mitigation measure is required to reduce impacts related to vehicle and transit facilities to less than significant levels. (No additional mitigation is required for bicycle and pedestrian facilities.)</p> <p><b>T-3(a) Vehicle Facilities.</b> The proposed specific plan will have a potentially significant impact on vehicle facilities due to the potential for excessive on-site vehicle speeds.</p>   | <p>With implementation of the Specific Plan's identified provisions and the required mitigation measures, impacts to public transportation within the Orcutt Area would be reduced to less than significant levels.</p> |



**Table ES-1. Summary of Environmental Impacts, Mitigation Measures and Residual Impacts**

| <b>CLASS II IMPACTS: SIGNIFICANT BUT MITIGABLE</b> |  |                                      |
|--|--|--------------------------------------|
| <b>Impact</b>                                      | <b>Mitigation Measures</b>   | <b>Significance After Mitigation</b> |
|  | <p>The typical street cross-sections should be adjusted as follows: Bullock Lane – Remove the southbound (west) parking lane (on the UPRR side). Other collector roadways – Traffic control, such as all-way stops, should be implemented at intersections where cross traffic volumes are large enough to warrant installation. Local roadways should be configured in an interconnected pattern with short block lengths. The Project, in coordination with the City, will identify appropriate locations and relevant traffic calming treatments and install the necessary devices. This mitigation measure may require modification of proposed Specific Plan Program 5.2.6 to accommodate these provisions.</p> <p><b>T-3(b) Transit Facilities.</b> Bus stops locations and amenities should be developed in consultation with the City to mitigate potential Specific Plan impacts. Additional bus stops may be required in or adjacent to the specific plan area, and bus stop locations may need to be moved to accommodate development patterns and new bus routings. In addition, special paving, bus bays, benches, and shelters may be necessary at some locations. The specific plan, in coordination with the City and SLO Transit, will plan and construct future bus stop locations and amenities.</p> <p>A service plan for the project site should be developed as part of the City's Short-Range Transit Plan (SRTP) update process. With either option presented above or a routing plan developed as part of the SRTP process, bus stops should be located approximately every one-quarter mile. The primary on-site bus stop(s) will be located near the intersection of "A" and "B" Streets.</p> <p><b>T-3(c) Bicycle Path Connection.</b> The Class I bicycle path along the UPRR tracks should be maintained across the creek to provide consistency with the City's bicycle plan, and the path should connect to existing facilities at Orcutt Road and Tank Farm Road even though the streets are outside of the project site. The potentially significant impacts would be mitigated if the specific plan is developed with the proposed facilities in place, a continuous Class I facility along the UPRR tracks, and connections to existing facilities.</p> <p><b>T-3(d) Site Access.</b> The adequacy of vehicular on-site circulation needs to be reviewed when a plan showing all roadway locations has been prepared. The locations of the proposed collector streets appear adequate. Based on the projected traffic volumes, a one-lane roundabout will be adequate at the Bullock Lane/"B" Street/"C" Street intersection. As described above, the bicycle network is adequate. Pedestrian circulation needs to be reviewed when a plan showing all local residential streets has been prepared. Pedestrian paths may be required in some locations, dependent upon the connectivity of the proposed roadway network.</p> |                                      |



**Table ES-1. Summary of Environmental Impacts, Mitigation Measures and Residual Impacts**

| <b>CLASS II IMPACTS: SIGNIFICANT BUT MITIGABLE</b>   |   |   |
|--|---|---|
| <b>Impact</b>  | <b>Mitigation Measures</b>  | <b>Significance After Mitigation</b>  |
| <b>WATER AND WASTEWATER</b>  |   |   |
| <p><b>W-2</b> Buildout of the Orcutt Area Specific Plan would generate an estimated 162,856 gallons of wastewater per day, which would be treated by the City's Water Reclamation Facility. Because this facility has sufficient capacity to accommodate the proposed project, this impact is considered Class II, <i>significant but mitigable</i>.</p> | <p>Through payment of the City's Wastewater Impact Fee, developers in the Orcutt Area shall pay their fair share towards the construction of a regional lift station that will replace the existing stations. No additional mitigation beyond the payment of fees required by the City for sewer service is required.</p> | <p>With implementation of the above measure, project impacts related to wastewater disposal would be less than significant.</p> |



**Table ES-1. Summary of Environmental Impacts, Mitigation Measures and Residual Impacts**

| <b>CLASS III IMPACTS: LESS THAN SIGNIFICANT</b>   |  |   |
|---|--|---|
| <b>Impact</b>   | <b>Mitigation Measures</b>   | <b>Significance After Mitigation</b>  |
| <b>AGRICULTURE</b>  |  |   |
| <b>AG-1</b> Although the proposed project would permanently convert soils that have been defined by the City as prime agriculture lands, the value of the Orcutt Area's agricultural land resources, as measured by the LESA Model, is not considered significant. Therefore, the project would result in Class III, <i>less than significant</i> , impacts related to agricultural conversion. | No mitigation measures are required.   | Impacts would be less than significant.   |
| <b>AIR QUALITY</b>  |  |   |
| <b>AQ-2</b> Specific Plan traffic generation, together with other cumulative traffic associated with foreseeable development would not result in CO "hotspots". Therefore, the Specific Plan's potential to generate CO "hotspots" is considered to be a Class III, <i>less than significant</i> impact.  | Mitigation measures identified in Section 4.11, <i>Transportation and Circulation</i> would effectively mitigate Specific Plan -related and cumulative CO emission impacts. No other mitigation measures are recommended.                          | No significant air quality impacts associated with CO emissions are anticipated.  |
| <b>BIOLOGICAL RESOURCES</b>   |  |   |
| <b>B-1</b> Development under the proposed Specific Plan would result in the conversion of non-native annual grassland habitat to urban uses. This is considered a Class III, <i>less than significant</i> impact.   | No mitigation is required to address impacts to this habitat type. However, mitigation measures listed for impacts B-2, B-5 and B-6 would mitigate for special-status species that may use Non-Native Annual Grasslands should they occur on-site. | Impacts would be less than significant. Implementation of the mitigation measures listed for impacts B-2, B-5 and B-6 would reduce impacts to special-status species that may use Non-Native Grasslands to a less than significant level. |
| <b>GEOLOGIC HAZARDS</b>   |  |   |
| <b>G-1</b> Seismically induced ground shaking could destroy or damage structures and infrastructure developed for the project site, resulting in loss of property or risk to human health. This is considered a Class III, <i>less than significant</i> impact.   | The Orcutt Area Specific Plan includes goals, policies, and programs which are intended to reduce the public safety risk resulting from geologic hazards.  | With implementation of the Specific Plan's policies and programs concerning compliance with the UBC and design standards, further programmatic mitigation measures would not be required. Impacts are considered less than significant.   |
| <b>NOISE</b>  |  |   |
| <b>N-2</b> Specific plan -generated traffic would incrementally increase noise levels along roads in the Specific Plan vicinity. The effect of this noise on off-site sensitive receptors in the area, and also within the Specific Plan area, is considered a Class III, <i>less than significant</i> impact.  | The Specific Plan includes following policies and programs that address long-term vehicular noise levels in the Plan area. No additional mitigation measures are required.   | Impacts would be less than significant.   |





**Table ES-1. Summary of Environmental Impacts, Mitigation Measures and Residual Impacts**

| <b>CLASS III IMPACTS: LESS THAN SIGNIFICANT</b>  |  |   |
|--|--|---|
| <b>Impact</b>  | <b>Mitigation Measures</b>   | <b>Significance After Mitigation</b>                    |
| <b>N-3</b> Although noise associated with airport operations would affect sensitive receptors in the Plan Area, the impact would be considered Class III, <i>less than significant</i> .   | No mitigation measures would be required.  | Impacts would be less than significant.                 |
| <b>PUBLIC SERVICES</b>   |  |   |
| <b>PS-1</b> Annexation and development of the Orcutt Area would increase the number of residents served by the City of San Luis Obispo Police Department. Additional service needs would decrease the amount of patrol unit available time. This is considered a Class III, <i>less than significant</i> impact. | No mitigation is required.   | Impacts would be less than significant.                 |
| <b>WATER AND WASTEWATER</b>  |  |   |
| <b>W-1</b> The project would increase demand on City of San Luis Obispo potable water supplies by an estimated 225 AFY. Impacts to the City's water supply are considered Class III, <i>less than significant</i> , with payment of Water Impact Fees.   | With the payment of Water Impact Fees and the current City water allocation policies, no mitigation would be required. However the following mitigation measure is recommended to reduce the cumulative impacts of increased water demand from the proposed project and other future development.<br><br><b>W-1(a) Reclaimed Wastewater.</b> At the time multi-family or commercial development is proposed the applicant shall prepare plans to use reclaimed wastewater for on-site landscaping. By establishing an irrigation system which uses reclaimed wastewater, water supply impacts from the proposed project, and other cumulative development, would be reduced. | Impacts to water supply would be less than significant. |



**Table ES-2. Summary of Cumulative Environmental Impacts**

| <b>CLASS I: SIGNIFICANT AND UNAVOIDABLE</b>  |
|--|
| <p><b>AESTHETICS</b></p> <p>The County General Plan land use designation of the proposed project site is residential single-family and agriculture, and development of residential units is allowable pursuant to County General Plan. Under the City of San Luis Obispo jurisdiction and the development standards of the Orcutt Area Specific Plan, residential development will be allowed at higher densities in most areas. The highest density areas are concentrated on the north and west sides of the site, adjacent to existing urban development, therefore a transition from urban to rural settings will be preserved. This development pattern is consistent with the expected development of the Orcutt Area under the current City General Plan.</p> <p>However, the City General Plan does not plan for the residential development outside of the Urban Reserve Line (URL), as is proposed in the Orcutt Area Specific Plan. Land Use Element Policy 1.7.1 states that, "within the City's planning area and outside the urban reserve line, undeveloped land should be kept open." The intent is that the area outside of the URL will maintain its open character and urban development will be compact. The area outside of the URL that is proposed for development includes low density residential land along Orcutt Road, south of Calle Crotala at the base of Righetti Hill. This area was not identified as an area that would eventually be converted to urban development. Expansion of the URL decreases the greenbelt area and takes away from the existing character of the City as a compact urban area surrounded by a rural development and natural open space. New development in and around the City will affect the aesthetic character of the City by adding new urban elements such as streets, buildings, signs, and landscaping, as well as light sources. This is especially true for new development in rural areas around the City edge. As the City grows at its edges, greenbelt and rural areas surrounding the City are lost. Growth inducing impacts from the proposed URL adjustment are discussed in Section 6.0</p> <p>In addition, the City is currently reviewing Specific Plans for the Margarita and Airport Areas which include proposed development of currently rural areas. Cumulative development of these proposed developments would result in a significant cumulative loss of open space and would irrevocably alter the character of these areas throughout the City from rural to urban. Implementation of the proposed Specific Plan would incrementally contribute to this change in aesthetic character of the site and the surrounding areas. Cumulative aesthetic impacts are therefore considered <i>Significant and Unavoidable</i> (Class I).</p> |
| <p><b>AGRICULTURE</b></p> <p>Cumulative development throughout San Luis Obispo County and the City of San Luis Obispo impacts the region's agricultural operations. The proposed project would incrementally contribute to this substantial change. The majority of the development proposed in the Specific Plan area has been included in the City's General Plan. The 1994 Land Use Element /Circulation Element Update EIR concluded that if the City were to reach maximum buildout there would be a total of 700 acres of prime agriculture land converted to urban uses. The area outside of the Urban Reserve Limit (URL) line which is proposed for open space will maintain its rural character. The 7.4-acre area outside of the URL that is proposed for low density residential development has not been included in the City's long-range planning and will contribute to the cumulative impacts of development on agriculture. Overall, the cumulative impact to agriculture is considered a <i>Class I, significant and unavoidable</i> impact.</p>  |
| <p><b>AIR QUALITY</b></p> <p>In San Luis Obispo County, impact thresholds have been established to assess a project's effect on the regional air quality. A project that does not exceed SLOAPCD thresholds and is consistent with the 2001 Clean Air Plan is considered to have a less than significant cumulative impact on the airshed. Conversely, a project that exceeds the SLOAPCD significance thresholds or is found to be inconsistent with the CAP is considered to result in significant cumulative impacts. The OASP is inconsistent with the CAP policy of containing urban development within the URL of cities and exceeds the SLOAPCD Tier II thresholds of significance. As a result, the OASP is considered to be potentially inconsistent with long-term regional air quality planning efforts, and the Specific Plan is expected to have significant and unavoidable impacts on air quality.</p>  |
| <b>CLASS II: SIGNIFICANT BUT MITIGABLE</b>   |
| <p><b>GEOLOGY</b></p> <p>Proposed development, in conjunction with other cumulative projects proposed in the City of San Luis Obispo, would expose additional people and property to seismically related hazards. Cumulative impacts related to fault rupture, seismically related ground shaking, liquefaction, expansive soils, and soil compaction would be similar to what is described for project-specific impacts, and would be dealt with on a project by project basis.</p>   |
| <b>CLASS III: LESS THAN SIGNIFICANT</b>  |
| <p><b>CULTURAL RESOURCES</b></p> <p>Buildout of the proposed project in conjunction with other development in San Luis Obispo County has the potential to cumulatively impact archeological and historical resources. However, archeological and historical issues will be addressed on a case-by-case basis to mitigate impacts resulting from individual projects. Therefore, no significant cumulative archeological impacts are anticipated to result from the proposed project in conjunction with other projects in the area.</p>  |



**Table ES-2. Summary of Cumulative Environmental Impacts**

|   |
|---|
| <b>DRAINAGE AND WATER QUALITY</b>   |
| Development of proposed and pending projects in the project area would increase overall activity levels in the area, with potential increases in sedimentation and concentration of contaminants such as oil, grease, and solvents in surface runoff. However, all development on sites greater than one acre would be subject to NPDES permit requirements pertaining to construction activity while all development in the City would be subject to City requirements pertaining to controlling erosion and preserving water quality. These standard requirements would be expected to reduce cumulative impacts to water quality to a less than significant level.   |
| <b>PUBLIC SAFETY</b>  |
| Buildout of pending and approved projects in the greater San Luis Obispo area would increase development in the region. Such development converts rural areas to urban where population is at higher densities. This increase in population exposes more people to existing hazards such as EMF exposure, airport operations, and hazardous materials transport. The proposed project would incrementally contribute to these cumulative impacts. However, hazards related to the airport and railroad are highly regulated and programs are already in place that minimize the risk of exposure to these hazards. Scientific experiments have not proven a link between EMF exposure and health risk, although several agencies have now adopted standards as a precautionary measure. Given that all future projects under the General Plan would be required to adhere to applicable and City requirements pertaining to hazards, less than significant cumulative impacts are anticipated.  |
| <b>PUBLIC SERVICES</b>  |
| During 2004, the available time for all patrol officers on all shifts was below the 30% available time objective for patrol response. In addition to the proposed project, the Margarita Area and Airport Area Specific Plans will increase the residential population and commercial services in the southern area of the City. The cumulative build-out of the project vicinity would increase demands on police protection services. Without increases in staffing and facilities correlating to these population increases, potentially significant impacts could occur. The proposed project would incrementally contribute to this impact. As part of its budget process, the City reviews changes in workload and service needs due to a variety of circumstances, and then allocates the resources needed to meet them. When the General Plan was prepared, it was accompanied by a fiscal impact analysis, which found that overall the General Plan was fiscally balanced. Accordingly, since the proposed project is consistent with the General Plan, it has a neutral fiscal impact and the ability of the City to continue to allocate resources for various public services, including police protection, is not affected. Therefore, the cumulative impacts would be less than significant. |
| In addition to the proposed project, the Margarita Area and Airport Area Specific Plans will increase the residential population and commercial services in the southern area of the City. This cumulative buildout of the project vicinity would increase demands on fire protection services. Without increases in staffing and facilities correlating to these population increases, potentially significant impacts could occur. The proposed project would incrementally contribute to this impact. When the General Plan was prepared, it was accompanied by a fiscal impact analysis, which found that overall the General Plan was fiscally balanced. Accordingly, since the proposed project is consistent with the General Plan, it has a neutral fiscal impact and the ability of the City to continue to allocate resources for various public services, including police protection, is not affected. Therefore, the cumulative impacts would be less than significant.  |
| As discussed above, the enrollment forecast concluded that new development would have an impact on elementary schools. Elementary enrollment is expected to intensify the current capacity shortage if capacity is not increased. Measures to reduce these impacts include requiring the full development fees that may be charged to a developer, and notification of development to the school districts. In addition, the proposed project includes a potential school site that may be developed by the SLCUSD. Pursuant to Section 65995 (3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees on a project-by-project basis would fully mitigate the costs incurred by an enrollment increase from residential projects. With implementation of these measures, cumulative impacts to schools would be reduced to a less than significant level.  |
| <b>TRANSPORTATION AND CIRCULATION</b>   |
| The City's traffic model was used to determine traffic conditions at the time of General Plan buildout. Because the timing of development in the Specific Plan Area cannot be determined at this time these conditions were used as the baseline conditions and included in the project specific analysis above. Therefore, cumulative impacts of the proposed project and foreseeable future development in the area are the same as the project specific impacts described above. With the required mitigation measures, cumulative impacts on transportation and circulation would be less than significant.   |
| <b>WASTEWATER</b>   |
| The sewage treatment facility must be expanded to 6.5 mgd to accommodate the anticipated population of 56,000 under buildout of the City's General Plan. Expanding the City's existing treatment facility can provide this sewage treatment capacity. Recommendations for improving the sewer system and how the improvements will be paid for are included in the City's Wastewater Facilities Master Plan. The payment of the City's wastewater impact fees, which are directed at funding improvements to the Water Reclamation Facility, are sufficient to offset cumulative impacts to the wastewater treatment  |



**Table ES-2. Summary of Cumulative Environmental Impacts**

plant. Other impacts to the City's wastewater conveyance system would be mitigated on a project by project basis, as development occurs.

**WATER**

The cumulative water demands of the City's anticipated population could exceed current delivery capacity and water availability. The proposed project is included in the future water demand estimates and would not substantially alter the estimates of the cumulative demand or substantially interfere with the planning and implementation of future water supply expansions. The project would be required to pay water impact fees aimed at developing new water supplies to serve the City. Therefore, cumulative impacts to water supply in the City would be considered less than significant.

