

VOLUME II: Revisions to the Draft EIR

**~~Draft~~ Final Program Environmental Impact Report for the
Airport Area and Margarita Area Specific Plans and
Related Facilities Master Plans**

State Clearinghouse #2000051062

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September 2003 ~~January 2002~~

Jones & Stokes. ~~2003~~ 2002. ~~Draft~~ Final program environmental impact report for the Airport Area and Margarita Area Specific Plans and related facilities master plans. Volume II: Revisions to the Draft EIR. State Clearinghouse #2000051062. ~~Draft~~. September ~~January~~. (J&S 97-360.) Sacramento, CA. Prepared for the City of San Luis Obispo, San Luis Obispo, CA.

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Executive Summary

INTRODUCTION

This section identifies the purposes of this draft program environmental impact report (EIR), provides an overview of the proposed project and alternatives, identifies the impacts and mitigation measures associated with the proposed project and alternatives, and identifies other impact conclusions required by the California Environmental Quality Act (CEQA) and Sections 15123 and 15126 of the State CEQA Guidelines.

PURPOSE OF THIS ENVIRONMENTAL IMPACT REPORT

CEQA requires all state and local government agencies to consider the environmental consequences of projects over which they have discretionary authority. CEQA also requires each public agency to mitigate or avoid significant environmental impacts resulting from proposed projects and to identify alternatives to the proposed project that could reduce or avoid those environmental impacts.

Program EIR

The State CEQA Guidelines (Section 15168) encourage agencies to use a program EIR in certain circumstances involving the implementation of a series of related projects. Use of such a document allows the lead agency (in this case, the City of San Luis Obispo) to characterize the overall plan or program as the project being approved at the time and to consider broad policy alternatives and program-wide mitigation measures early in the plan development and facilities planning effort. This approach also avoids duplicative consideration of policies when future portions of the project are evaluated.

This EIR contains analysis, at a program level, of the basic issues that will be used in conjunction with subsequent tiered environmental documents for specific projects related to the proposed Airport Area Specific Plan, the Margarita Area Specific Plan, and related facilities master plans. Once these plans are adopted by the City of San Luis Obispo (City), the basic policy issues will not need to be revisited by subsequent (second-tier) documents. However, in many cases, actual development of these plans will involve subsequent CEQA review, which is described further in Chapter 1, "Introduction."

PROJECT OVERVIEW

Introduction and Project Purpose

The San Luis Obispo planning area covers approximately 26,500 hectares (65,500 acres) in the central part of San Luis Obispo County, California (Figure ES-1). In the planning area, the much smaller San Luis Obispo Urban Area (Urban Area) contains the greatest concentration of urban development, including residential, commercial, and industrial uses and areas designated for additional development. The Urban Area includes land outside the San Luis Obispo city limits that is divided into several individual planning areas, including the Airport area and the Margarita area.

The City of San Luis Obispo (City), which is acting as the applicant and lead agency, is preparing the Airport Area Specific Plan and Margarita Area Specific Plan to implement its general plan. Because annexing the planning areas (as well as making them subject to city land use regulations and eligible for city services) will facilitate desired development and resource protection in those areas and because annexation of these areas will not be completed until specific plans are adopted, adoption of specific plans is a key step in initiating development and resource protection in the planning areas. Supporting facilities master plans for water, wastewater, and storm drainage also have been prepared.

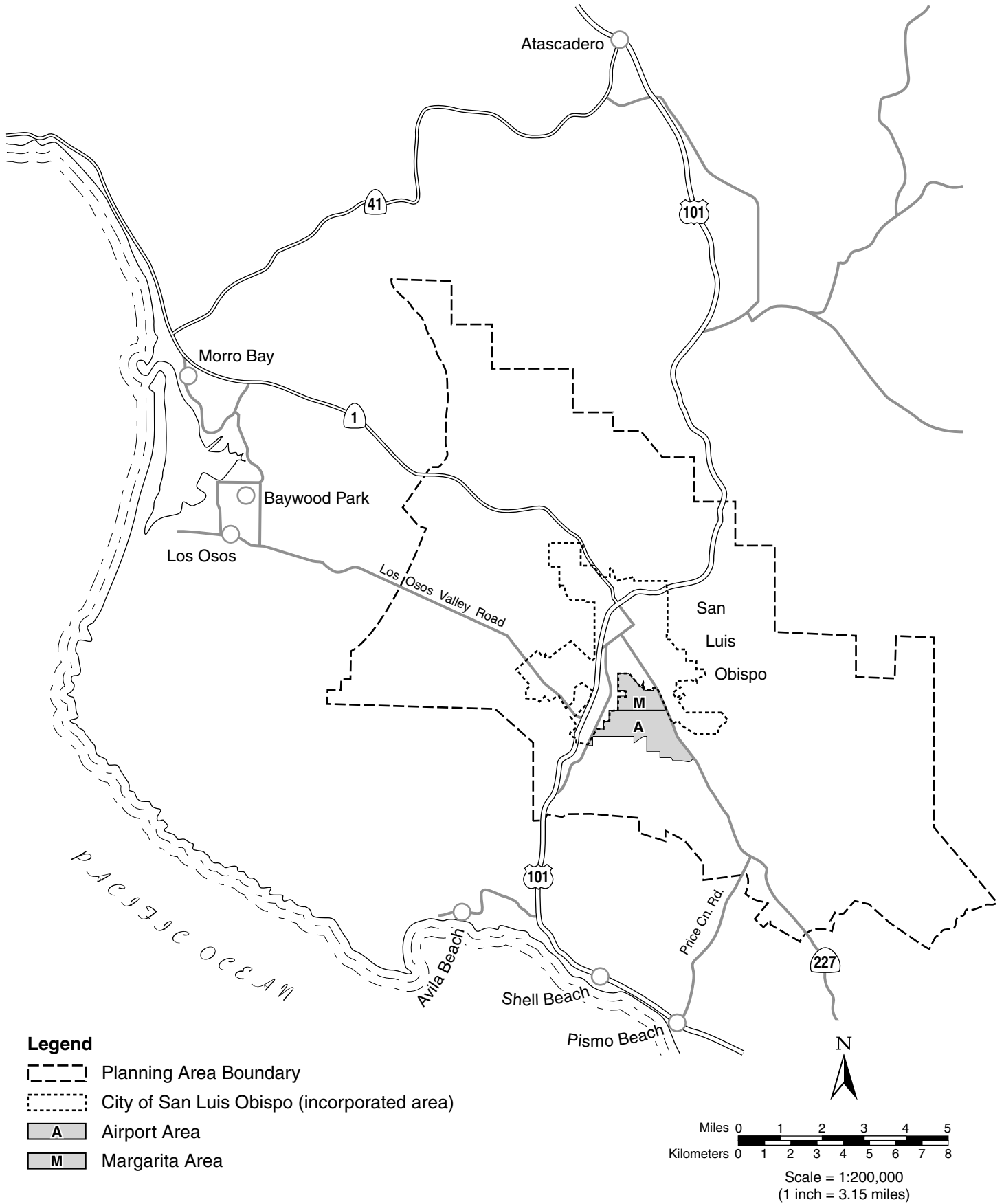
Project Location

The Airport and Margarita areas are in the southern part of the San Luis Obispo Urban Area. The resident population in the Airport and Margarita areas is estimated to be approximately 100, although the number of workers is much higher. Each planning area is described further below.

Airport Area

The 407.1-hectare (1,006-acre) Airport area is the largest single portion of land in the Urban Area and is located mostly outside the city limits. This planning area is located generally north of Buckley Road, east of South Higuera Street, and west of Broad Street (State Route 227). In addition to the San Luis Obispo County Airport (Airport), existing land uses are primarily commercial and industrial (e.g., offices, contractors' supply facilities, concrete products manufacturing facilities, and distribution and storage facilities). The only substantial residential use is a mobile home park, located in the northeastern part the area.

A substantial portion of the planning area is the Unocal Tank Farm property. This approximately 150-hectare (368-acre) site, located both north and south of Tank Farm Road, was established by Union Oil of California in 1910 for the storage and distribution of San Joaquin Valley



crude oil. Crude oil was stored in several large concrete-lined reservoirs set into the ground and in aboveground steel tanks. In 1926, lightning ignited a major fire in the area, resulting in the deposition of large amounts of oil and tar across and under much of the site. During the 1990s, operations at the site were decommissioned, and most of the tanks were dismantled. Currently, the local headquarters for a successor to Unocal is located on a small part of the property. Small creeks and low places on the site have reverted to the marshy conditions that probably existed before the tank farm.

Margarita Area

The 169-hectare (418-acre) Margarita area extends from the Airport area's northern boundary to the ridge of the South Street Hills, with Broad Street to the east and existing development along South Higuera Street to the west. Existing land uses are primarily open rangelands with a few residences.

Project Background and Objectives

As required by the City of San Luis Obispo General Plan (City General Plan), each of the specific plans is intended to contain policies and standards that will facilitate appropriate development of land, protection of open space, and provision of adequate public facilities. The specific plans are more detailed than the general plan but less precise than subdivision maps or construction plans.

Airport Area Specific Plan Objectives

Primary Airport Area Specific Plan objectives include:

- # identifying the infrastructure needed to provide city services to the area;
- # facilitating the City's eventual annexation of the Airport area;
- # ensuring that planned land uses are compatible with airport operations and consistent with San Luis Obispo County's Airport Land Use Plan;
- # accommodating businesses identified in the City's Targeted Industry Cluster Study that provide household-supporting incomes for San Luis Obispo residents; and
- # establishing goals and policies for open space protection, conservation, and restoration.

Margarita Area Specific Plan Objectives

Margarita Area Specific Plan objectives include:

- # accommodating a wide range of housing types, with an emphasis on housing affordable to those working in San Luis Obispo;
- # protecting substantial natural habitats, including creeks, hills, wetlands, and corridors between these habitats;
- # providing convenient access for residents to employment, basic shopping, recreation, and education through both the location of land uses and the design of circulation features; and
- # accommodating research and light manufacturing jobs that can support local households in forms compatible with airport safety and neighboring residences;
- # ensuring that planned land uses are compatible with airport operations; and
- # ensuring consistency with San Luis Obispo County's Airport Land Use Plan.

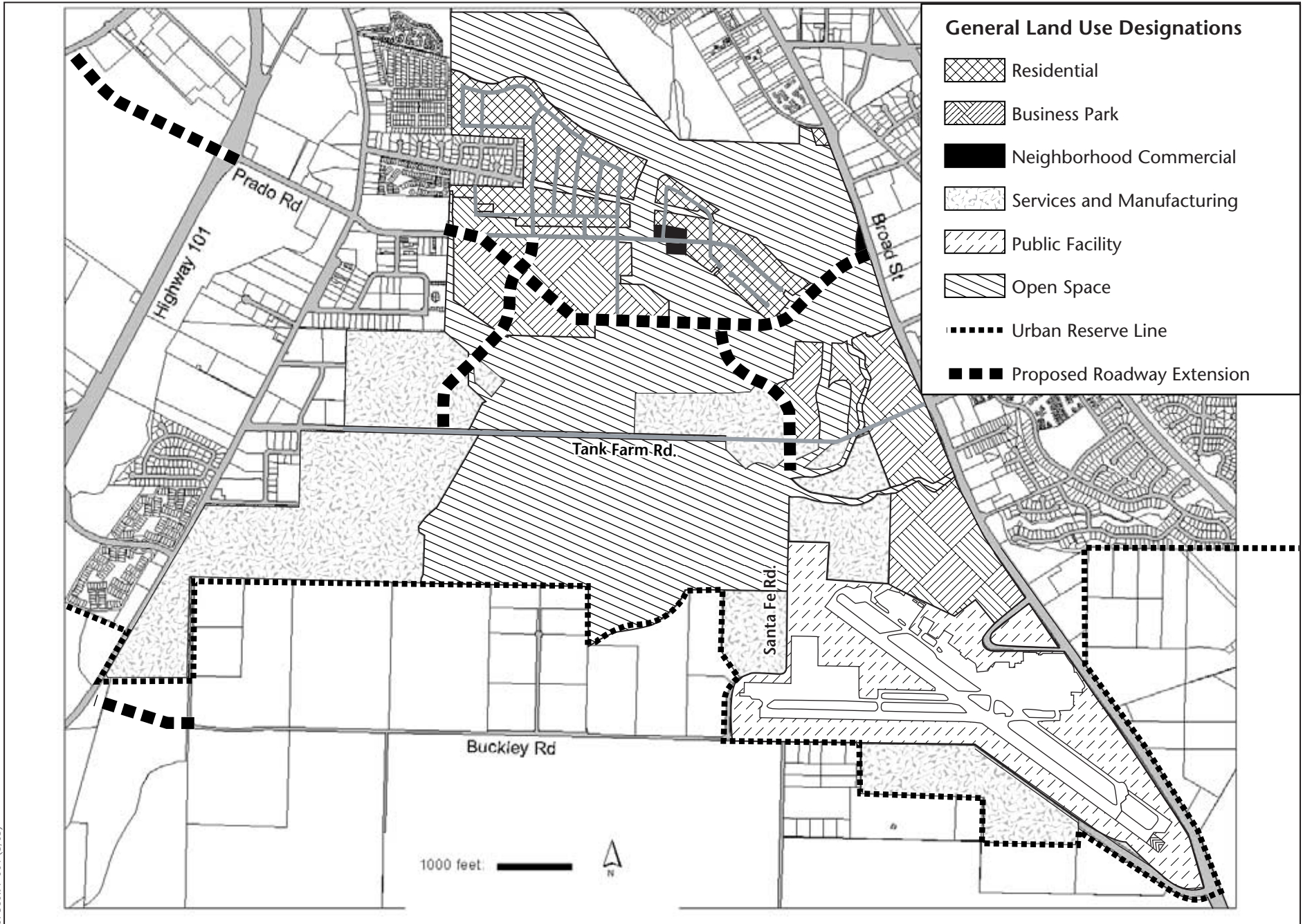
PROPOSED PROJECT

The proposed project includes implementation of the goals and policies contained in the Airport Area Specific Plan, Margarita Area Specific Plan, Water System Master Plan, Wastewater Master Plan Update, and Storm Drain Master Plan.

Specific Plans

The specific plans include the following designations, as shown in Figure ES-2 (because of rounding, the number of hectares shown in the totals below may not exactly reflect the total of the individual hectare amounts shown):

- # designation of the Airport area for 3.1 hectares (7.6 acres) of Residential, ~~14.1~~ 134.3 hectares (~~282~~ 331.8 acres) of Services and Manufacturing, ~~68.7~~ 44.6 hectares (~~169.9~~ 110.1 acres) of Business Park, ~~120.6~~ 124.7 hectares (~~298~~ 308.03 acres) of Open Space, and 97.6 hectares (241.1 acres) of Government Facility, for a total Airport area of 404.1 hectares (998.6 acres);
- # designation of the Margarita area for ~~67.3~~ 68.4 hectares (~~166.2~~ 169.0 acres) of Open Space, ~~12.6~~ 22.6 hectares (~~31.1~~ 55.7 acres) of Parks, ~~38.1~~ 30.3 hectares (~~94.1~~ 74.9 acres)



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of Residential, ~~0.1~~ 0.9 hectare (~~0.2~~ 2.1 acre) of Neighborhood Commercial, 0.4 hectare (1.0 acre) of Special Use, ~~17.5~~ 27.9 hectares (~~43.2~~ 68.8 acres) of Business Park, ~~4.1~~ hectares (~~10.1~~ acres) of Elementary School, and ~~27.5~~ 19 hectares (~~67.9~~ 47 acres) of Streets, for a total Margarita area of ~~167.5~~ 169.4 hectares (~~413.8~~ 418.5 acres);

- # extension of Padro Road to Broad Street;
- # extension of new commercial collector connecting Tank Farm Road and Prado Road;
- # extension of Santa Fe Road from south of Tank Farm Road to Prado Road;
- # extension of Buckley Road to South Higuera Street; and
- # various widenings of existing roadways, including Prado Road, ~~Broad Street~~, and Tank Farm Road.

Water System Master Plan

The Water System Master Plan describes improvements to the water treatment and distribution systems to meet citywide general plan development needs, including needs of the Airport area. Figure ES-3 shows the ~~Water System Master Plan study area boundaries as well as the locations of affected pump stations, water tanks, and the treatment plant~~ under the Water System Master Plan. The following is a brief summary of substantial treatment plant and facilities improvements identified in the Water System Master Plan.

Recommended Treatment Plant Improvements

The recommended treatment plant improvements are as follows:

- # Phase I: Perform a seismic evaluation of the existing treated water storage and clearwell facilities.
- # Phase II: Add facilities to improve filtration rates, treatment processes, and emergency operations.
- # Phase III: Monitor water levels at the forebay, improve efficiency of pump motors, evaluate means to protect the water treatment plant from railroad accidents, and improve emergency standby power capacity.

Recommended Distribution Improvements

The recommended distribution improvements are:

- # a grid of 12-inch diameter mains: three traversing east to west and three north-south mains connecting the existing 16- and 20-inch mains to the north (the mains will be located in the major roads);
- # adding a 757,000-liter (200,000-gallon) water tank in the Edna Saddle zone in the southwestern part of the city; and
- # adding a 4,542,000-liter (1,200,000-gallon) water tank in the Bishop zone to serve the Bishop zone.

Wastewater Master Plan Update

The City's Wastewater Master Plan Update addresses the city in its entirety, including the annexation areas. The plan identifies improvements to collection and treatment facilities that will be needed to provide wastewater service to future annexation areas and provides recommendations concerning citywide wastewater system facilities. Figure ES-4 shows the ~~Wastewater Master Plan Update~~ study area boundaries as well as the locations of the affected pump stations and reclamation facility under the Wastewater Master Plan Update. The Wastewater Master Plan Update identifies the following substantial reclamation facility and system improvements:

- # replacing the Howard Johnson and Tank Farm pump stations;
- # installing approximately 3,790 meters (12,400 feet) of new trunk sewer mains in the Airport area;
- # installing 4,000 feet (1,219.2 meters) of 16-inch discharge pipe (required at the new tank farm facility);
- # installing approximately 9,400 meters (30,700 feet) of new trunk sewer mains in the Margarita area; and
- # upgrading existing pump stations in the project area.

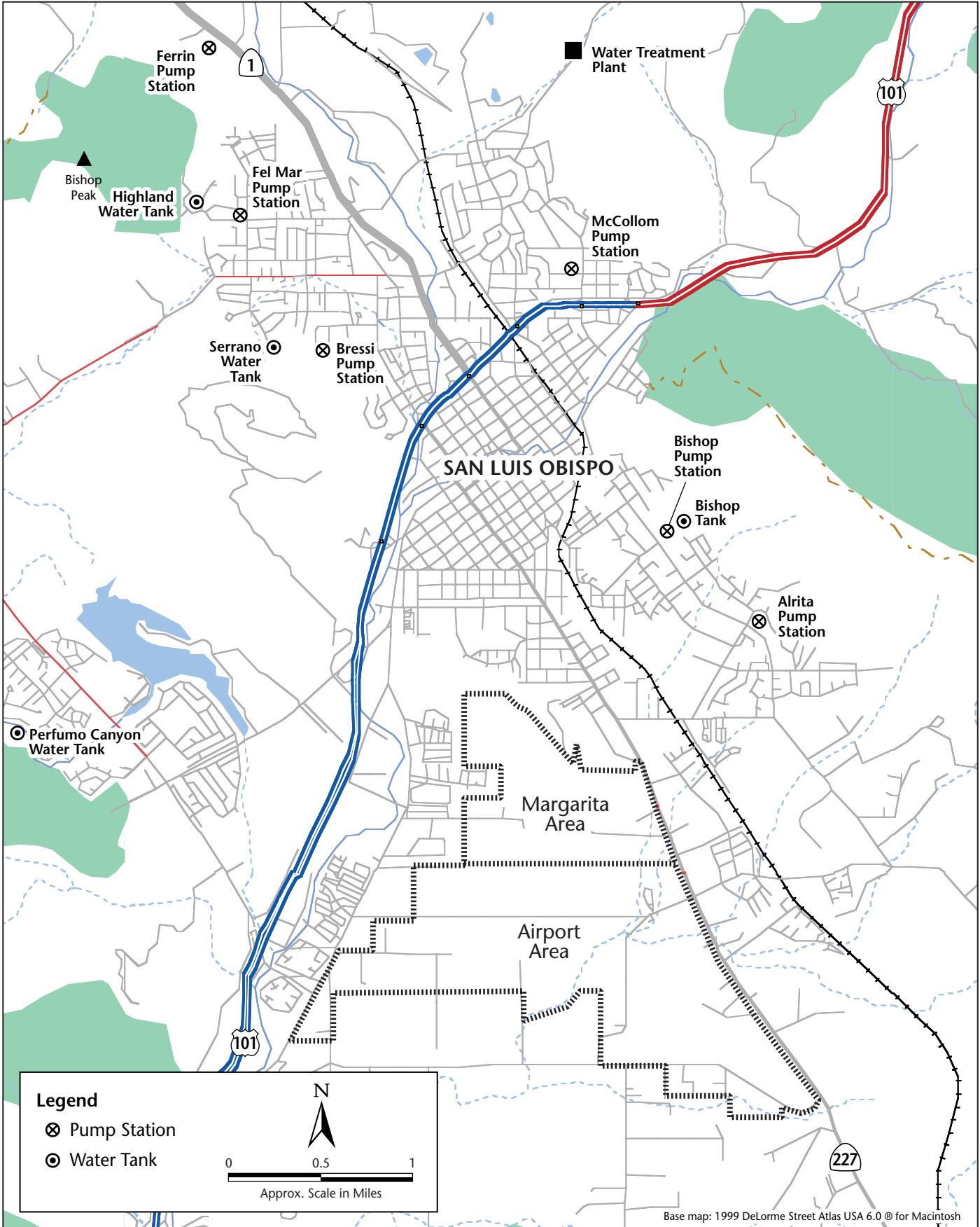
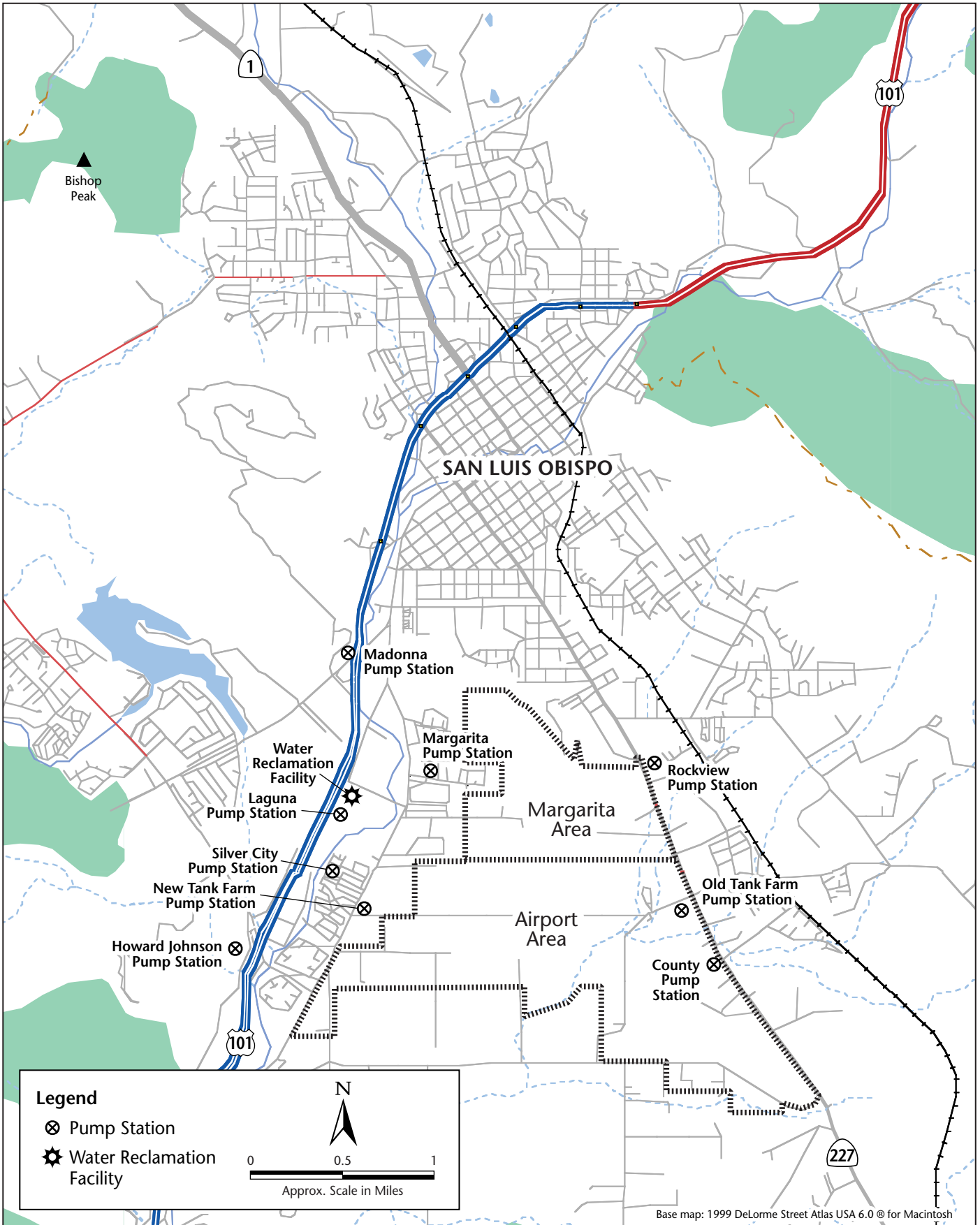


Figure ES-3
Water System Master Plan Study Area
Tank, Plant, and Pump Station Improvement Locations



Storm Drain Master Plan

The draft Storm Drain Master Plan addresses the East Branch San Luis Obispo Creek watershed. This watershed includes the Airport and Margarita areas as well as areas to the east (Figure ES-5). Figure ES-6 shows the locations of the creeks where proposed improvements would occur. The plan's features would, downstream of the Airport area, limit storm drainage flows at buildout to the level estimated for existing conditions, provide 100-year flood protection, provide for environmental enhancement of stream corridors, and provide individual onsite or subregional detention basins that will serve the area, rather than a single regional detention basin. ~~use detention basins that serve the whole area rather than facilities on individual sites.~~ Previous project improvement recommendations included parallel, minor creek modifications as needed and permitted by the governing entity to enhance flood conveyance capacity. However, the City has determined that the existing creeks have capacity to sufficiently convey floodwaters. The draft Storm Drain Master Plan identifies the following recommended improvements:

- # replacing bridges across Acacia Creek at Tank Farm Road and the East Branch of San Luis Obispo Creek at Santa Fe Road and
- # replacing and improving Tank Farm Creek culvert facilities at Tank Farm Road with a standard Caltrans two-span concrete slab bridge.
- # ~~replacing bridges across West Fork Tank Farm Creek and Acacia Creek at several locations;~~
- # ~~providing widened corridors with flood terraces or flood channels, in addition to low-flow channels, along West Fork Tank Farm Creek, Acacia Creek, and parts of East Branch San Luis Obispo Creek;~~
- # ~~diverting the flow of Orcutt Creek directly west using a culvert, from a point east of Broad Street; and~~
- # ~~constructing a 150-acre-foot detention basin either near the intersection of Vachell Lane and Buckley Road along Tank Farm Creek (including a diversion channel from the East Branch San Luis Obispo Creek to the detention basin) or along Buckley Road near the intersection of the East Branch San Luis Obispo Creek and Buckley Road as shown on Figure ES-6.~~

ALTERNATIVES

A range of land use and circulation alternatives (Tables ES-1 and ES-2) have been evaluated and are described below. Table ES-3 summarizes the impacts of the proposed alternative (before mitigation), and Table ES-4 compares the impacts of the proposed project and the alternatives,

assuming the implementation of recommended mitigation measures. Below is a description of the project alternatives, followed by a discussion of the proposed project.

Alternative 1

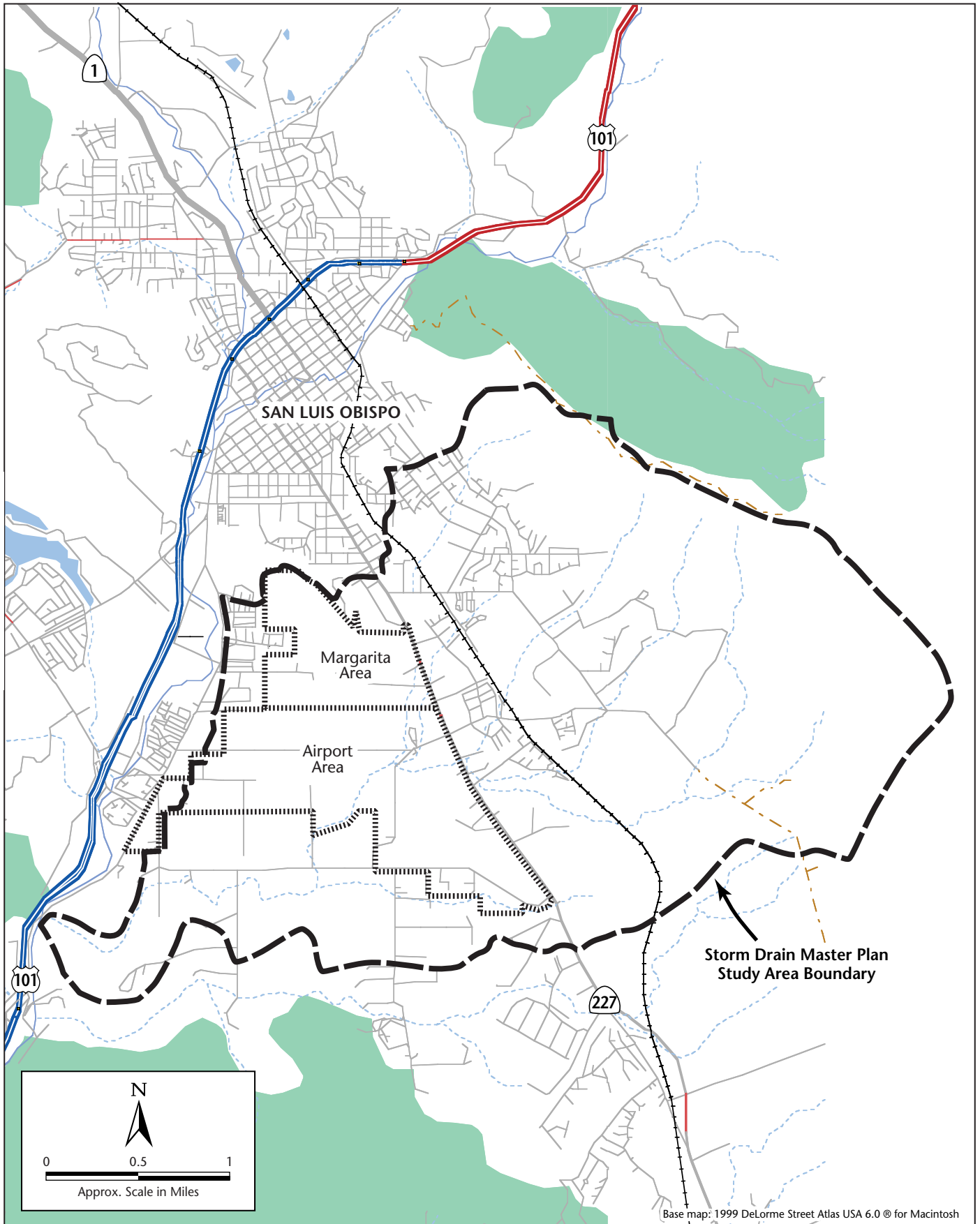
Modifications to the Airport Area and Margarita Area Specific Plan land use and circulation plans (Figure ES-7) are as follows:

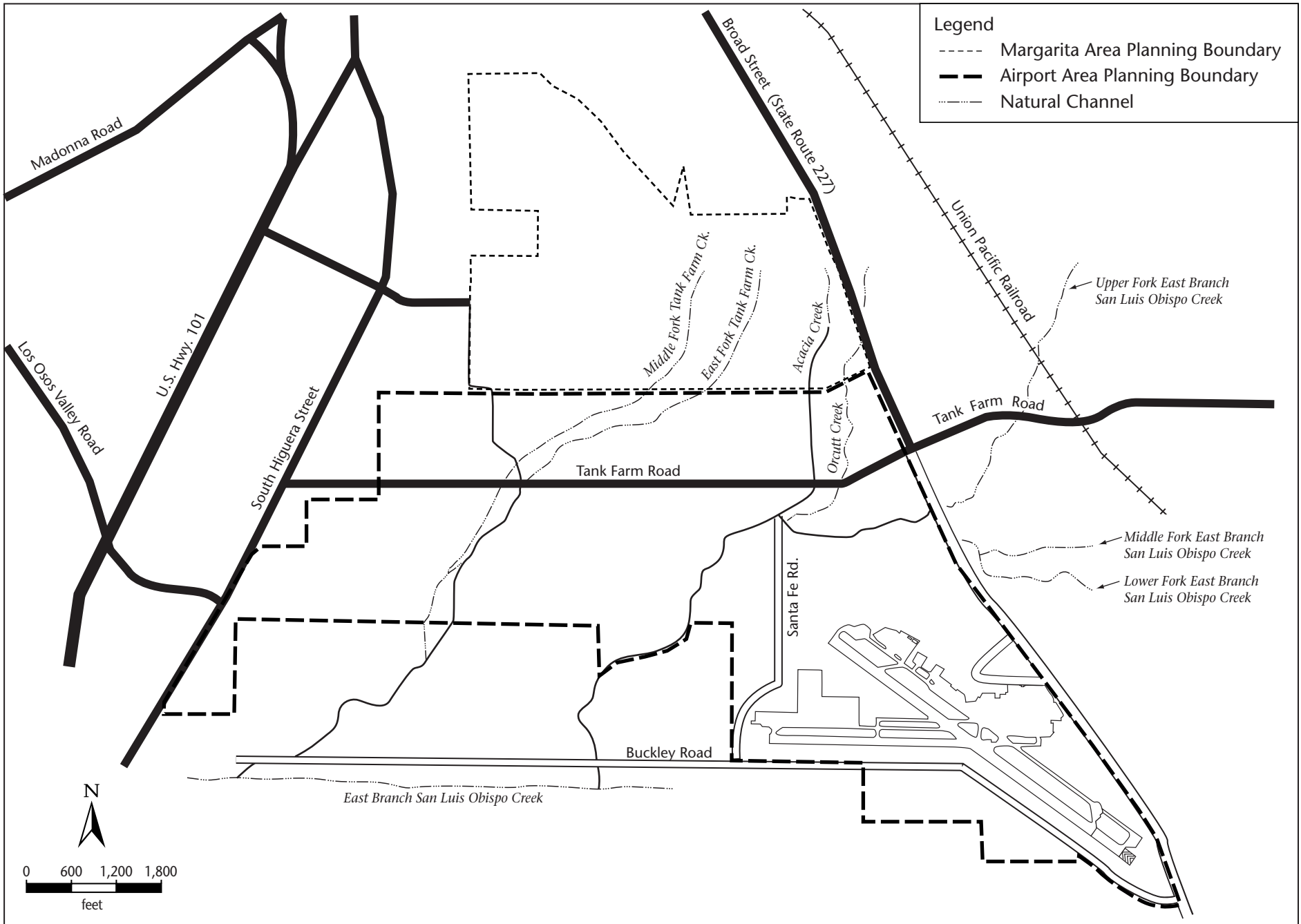
- # designation of the Airport Area for ~~3.0~~ 3.1 hectares (7.6 acres) of Medium-Density Residential, 136.1 hectares (336.4 acres) of Services and Manufacturing, 20.8 hectares (51.4 acres) of Business Park, and 103.8 hectares (256.6 acres) of Recreation and Open Space for a total Airport Area of 263.8 hectares (652.0) acres;
- # designation of the Margarita Area for ~~67.6~~ 71.1 hectares (~~167.2~~ 175.6 acres) of Open Space, ~~10.8~~ 10.9 hectares (26.9 acres) of parks, ~~40.3~~ 40.4 hectares (99.8 acres) of Residential, 0.60 hectare (1.5 acres) of Neighborhood Commercial, 0.40 hectare (1.0 acre) of Special Use, ~~17.4~~ 17.5 hectares (43.2 acres) of Business Park, ~~3.3~~ 3.3 hectares (~~8.4~~ acres) of Elementary School, and ~~27.6~~ 27.7 hectares (68.4 acres) of Streets for a total Margarita Area of ~~168.5~~ 168.6 hectares (416.4 acres);
- # extension of Prado Road to Madonna Road;
- # extension of Prado Road to Broad Street;
- # construction of a roadway connection between Los Osos Valley Road and Prado Road; and
- # extension of Buckley Road to South Higuera Street.

Alternative 2

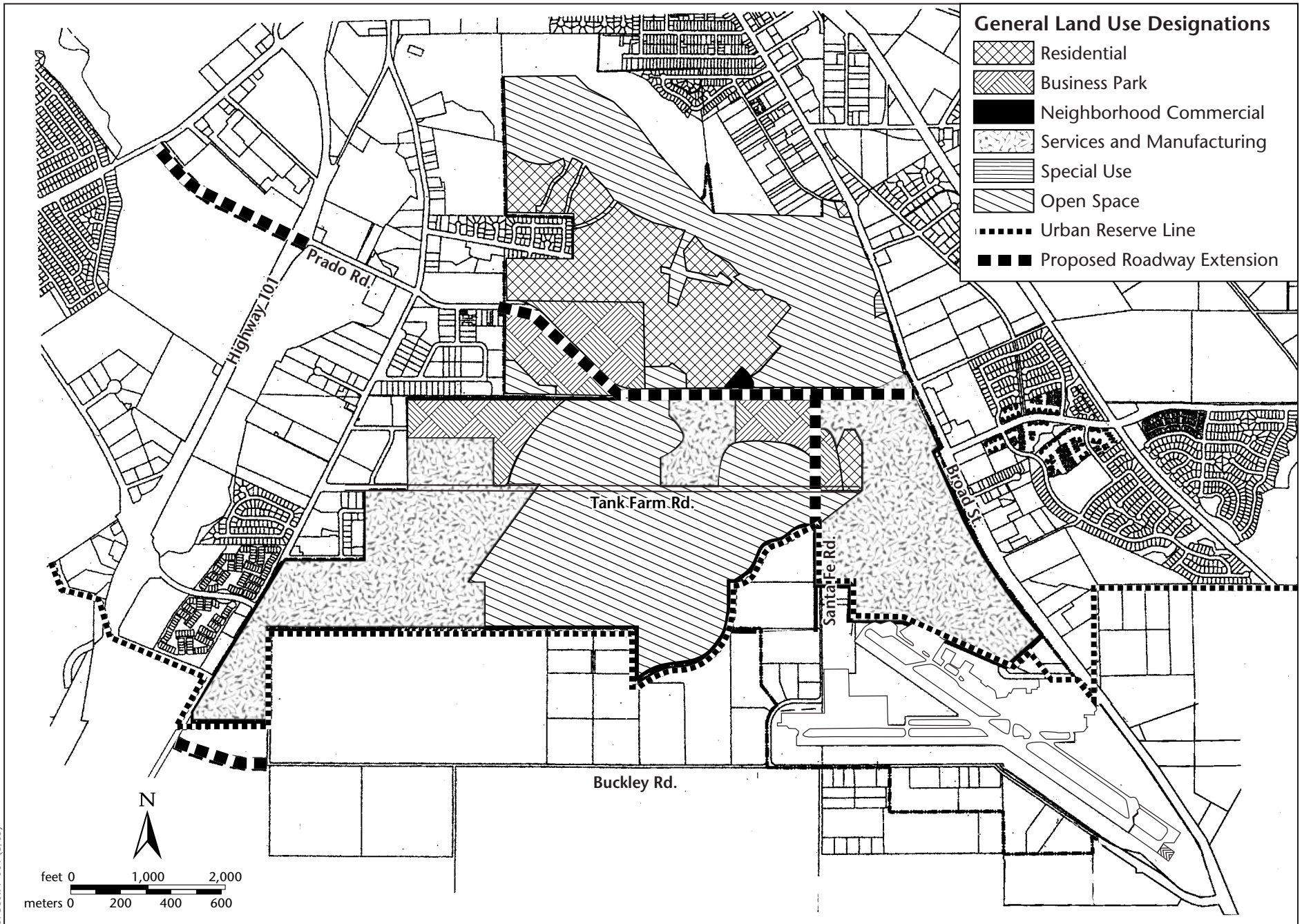
Modifications to the Airport Area and Margarita Area Specific Plan land use and circulation plans (Figure ES-8) are as follows:

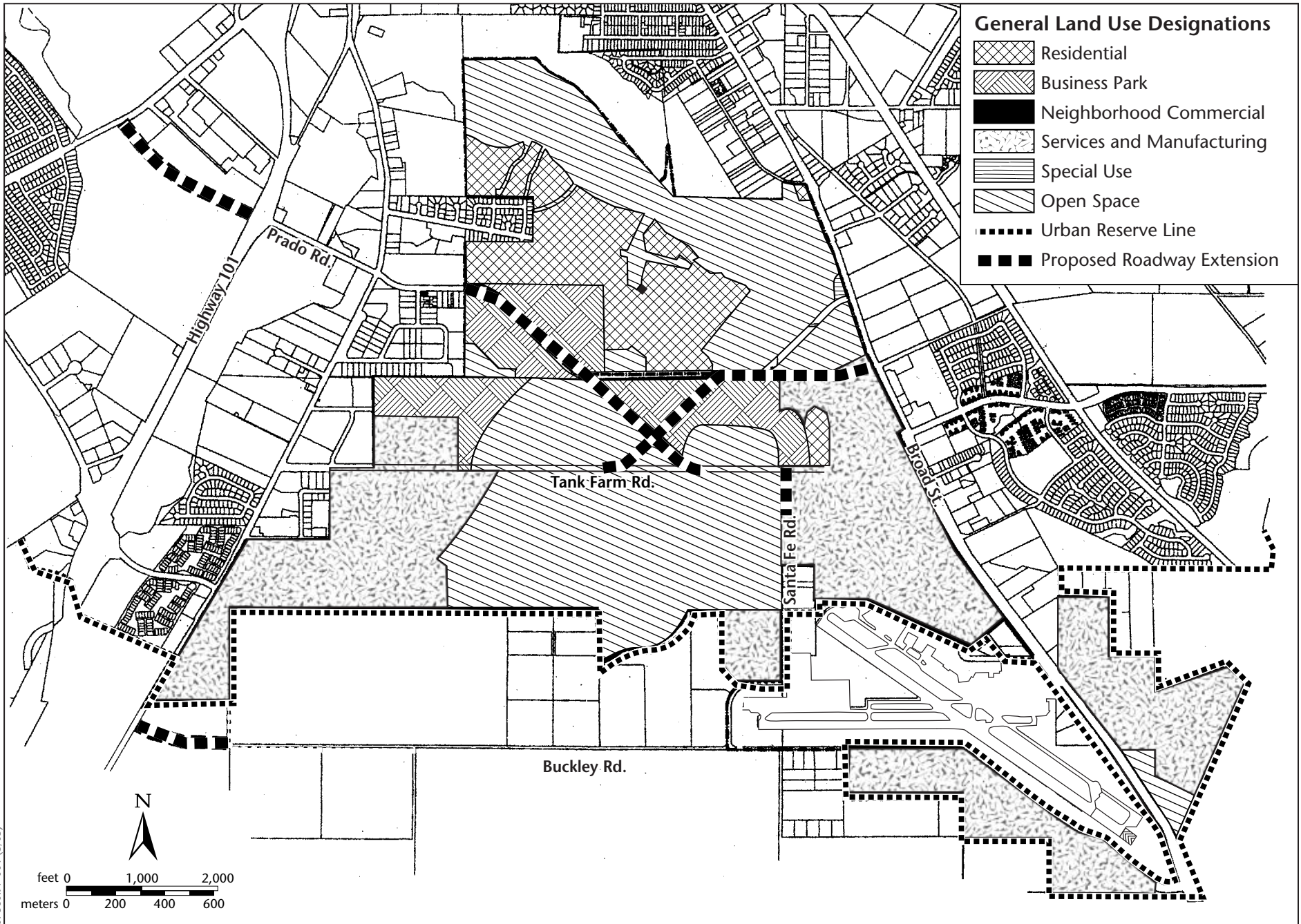
- # designation of the Airport Area for ~~3.0~~ 3.1 hectares (7.6 acres) of Medium-Density Residential, 204.0 hectares (504.2 acres) of Services and Manufacturing, ~~29.2~~ 29.3 hectares (72.4 acres) of Business Park, 120.3 hectares (297.3 acres) of Recreation and Open Space, and 8.4 hectares (20.8 acres) for Agriculture and Open Space for a total Airport Area of 365.1 hectares (902.3 acres);





07360.97 001 (5/03)





07360.97.001 (8/03)

Revised Table ES-1. Acreage by Land Use Category for the Airport Area

Land Use Category	Proposed Project		Scenario 1		Scenario 2		Scenario 3	
	Hectares (Acres)	Percent	Hectares (Acres)	Percent	Hectares (Acres)	Percent	Hectares (Acres)	Percent
Medium-Density Residential	3.1 (7.6)	1	3.1 (7.6)	1	3.1 (7.6)	1	3.1 (7.6)	1
Services and Manufacturing	114.2 (282.3) <u>134.3</u> <u>(331.8)</u>	28 <u>33</u>	136.1 (336.4)	52	204.0 (504.2)	56	140.6 <u>140.5</u> (347.2)	30
Business Park	68.8 (169.9) <u>44.6</u> <u>(110.1)</u>	47 <u>12</u>	20.1 <u>20.8</u> (51.4)	8	29.3 (72.4)	8	132.0 (326.1)	28
Recreation and Open Space	120.6 (298.0) <u>124.7</u> <u>(308.03)</u>	30 <u>30</u>	103.8 (256.6)	39	120.3 (297.3)	33	117.6 (290.6)	24
Government Facilities	97.6 (241.1)	24	0 (0)	0	0 (0)	0	0 (0)	0
Agriculture and Open Space	0 <u>(0)</u>	0 —	0 <u>(0)</u>	0 —	8.4 <u>(20.8)</u>	2 —	81.4 <u>(201.2)</u>	17 —
Total acreage	404.3 <u>404.1</u> (998.9) (998.6)	100	263.1 <u>263.8</u> (652.0)	100	365.1 (902.3)	100	474.7 <u>474.6</u> (1,172.7)	100

Revised Table ES-2. Acreage by Land Use Category for the Margarita Area

Land Use Category	Proposed Project		Scenario 1	
	Hectares (Acres)	Percent	Hectares (Acres)	Percent
Open Space	67.3 (166.2)	40	67.7 (167.2)	40
	<u>68.4 (169.0)</u>	<u>41</u>	<u>71.1 (175.6)</u>	<u>42</u>
Parks	12.6 (31.1)	8	10.9 (26.9)	6
	<u>22.6 (55.7)</u>	<u>13</u>		
Residential	38.1 (94.1)	23	40.4 (99.8)	24
	<u>30.3 (74.9)</u>	<u>18</u>		
Neighborhood Commercial	0.1 (0.2)	<1	0.6 (1.5)	<1
	<u>0.9 (2.1)</u>	<u><1</u>		
Special Use	0.4 (1.0)	<1	0.4 (1.0)	<1
Business Park	17.5 (43.2)	10	17.5 (43.2)	10
	<u>27.9 (68.8)</u>	<u>16</u>		
Elementary School	4.1 (10.1)	2	3.4 (8.4)	2
Streets	27.5 (67.9)	16	<u>27.7 (68.4)</u>	<u>17</u>
	<u>19 (47)</u>	<u>11</u>		
Total acreage	167.6(413.8)	100	168.6 (416.4)	100
	<u>169.5 (418.5)</u>			

Revised Table ES-3. Summary of Impacts and Mitigation Measures for the Proposed Project

Impacts	Impact after Mitigation	Mitigation	Impact by Specific Plan Area, (before Mitigation)	
			Airport Area	Margarita Area
Land Use				
LU-1: City Policy Consistency	B <u>LTS</u>	None required	B <u>LTS</u>	B <u>LTS</u>
LU-2: County Policy Consistency	LTS	LU-2.1	S	No impact
LU-3: County Airport Policy Consistency	LTS	LU-3.1 <u>None required</u>	No impact	S <u>LTS</u>
LU-4: Land Use Compatibility	No impact	None required	No impact	No impact
LU-5: Agricultural land conversion	SU	LU-5.1	SU	LTS
LU-6: Change in views	SU	None feasible	SU	SU
LU-7: Increase in light and glare	LTS	LU-7.1	S	S
Hydrology and Water Quality				
H-1: Increased Discharges of Surface Water Pollutants related to Construction Activities	LTS	None required	LTS	LTS
H-2: Increased Discharges of Surface Water Pollutants related to Ongoing Use of the Project Area	LTS	None required	LTS	LTS
H-3: Changes in Absorption Rates, Drainage Patterns, and the Rate and Amount of Surface Runoff	LTS	None required	LTS	LTS
H-4: Changes in the Course or Direction of Water Movements	SU	None feasible	SU	SU
H-5: Exposure of People and/or Property to Flooding Hazards	LTS	None required	LTS	LTS

Impacts	Impact after Mitigation	Mitigation	Impact by Specific Plan <u>Area</u> , (before Mitigation)	
			Airport Area	Margarita Area
Biological Resources				
BIO-1: Loss or Temporary Disturbance of Annual Grassland	LTS	BIO-1.1	S	S
BIO-2: Loss or Temporary Disturbance of Valley Needlegrass Grassland	LTS	BIO-1.1 BIO-2.1	S	S
BIO-3: Loss or Temporary Disturbance of Serpentine Bunchgrass Grasslands	LTS	None required	N/A	LTS
BIO-4: Loss or Temporary Disturbance of Coyote Brush Scrub	LTS	None required	LTS	N/A
BIO-5: Loss or Temporary Disturbance of Open Water Habitat	LTS	BIO-1.1 BIO-6.1	S	S
BIO-6: Loss or Temporary Disturbance of Freshwater Marsh	LTS	BIO-1.1 BIO-6.1	S	S
BIO-7: Loss or Temporary Disturbance of Seasonal Wetland	LTS	BIO-1.1 BIO-6.1	S	S
BIO-8: Loss or Temporary Disturbance of Riparian Woodland And Scrub	LTS	BIO-8.1	S	S
BIO-9: Loss of Temporary Disturbance of Agricultural Field <u>and Congdon's Tarplant</u>	LTS	BIO-1.1 BIO-9.1 BIO-9.2	LTS	N/A
BIO-10: Loss or Temporary Disturbance of Ruderal And Developed Areas	LTS	None required	LTS	LTS
BIO-11: Impacts to Special-Status Plant Species	LTS	BIO-1.1 BIO-9.1	S	S

Impacts	Impact after Mitigation	Mitigation	Impact by Specific Plan Area, (before Mitigation)	
			Airport Area	Margarita Area
BIO-12: Impacts on Non-Listed Special-Status Wildlife	LTS	BIO-1.1 <u>BIO-12.1</u> <u>BIO-9.2</u>	S	S
BIO-13: Mortality or Disturbance to California Red-Legged Frogs	LTS	BIO-13.1 BIO-13.2	S	S
BIO-14: Mortality or Indirect Effects to Vernal Pool Fairy Shrimp and California Tiger Salamanders	LTS	BIO-14.1	S	S
BIO-15: Potential Disturbance of American Peregrine Falcons	LTS	None required	LTS	LTS
BIO-16: Potential Disturbance of Least Bell's Vireo	LTS	BIO-16.1 BIO-16.2 BIO-16.3	S	S
BIO-17: Mortality of or Indirect Effects to Southwestern Pond Turtle	LTS	BIO-17.1 BIO-17.2	S	N/A
BIO-18: Disturbance to Loggerhead Shrikes	LTS	None required	LTS	N/A
BIO-19: Mortality of or Disturbance to California Horned Larks	LTS	None required	LTS	LTS
Traffic and Circulation				
T-1: Secondary <u>Impacts</u> of Road Improvements	LTS	T-1.1 <u>T-1.2</u>	S	S
Air Quality				
AIR-1: Short-Term Construction Emissions	LTS	AIR-1.1 AIR-1.2 AIR-1.3	S	S
AIR-2: Long-Term Operations Emissions	LTS	AIR-2.1		

Impacts	Impact after Mitigation	Mitigation	Impact by Specific Plan Area, (before Mitigation)	
			Airport Area	Margarita Area
Noise				
N-1: Exposure of Land Uses to Traffic Noise in Excess of the Standards for Exterior Noise Exposure Specified in Table 3F-1	LTS	None required	LTS	LTS
N-2: Increase in Permanent or Temporary Ambient Noise Levels as Indicated in Table 3F-3, Substantial Increases in Noise Would Occur Along Some Roadways	LTS	None required	LTS	LTS
N-3: Exposure of Residential Uses to Aircraft Noise	LTS	None required	LTS	LTS
Hazardous Materials				
HAZ-1: Potential Construction-Related Exposure to Hazardous Materials	LTS	HAZ-1.1 HAZ-1.2	S	S
HAZ-2: Potential Operations-Related Exposure to Hazardous Materials	LTS	HAZ-2.1	S	S
HAZ-3: Short-Term Surface Water Quality Degradation from Accidental Release of Hazardous Materials during Construction-related Activities	LTS	HAZ-1.1	S	S
Public Services and Utilities				
PS-1: Impacts on Water Supply and Distribution Facilities	LTS	None required	LTS	LTS
PS-2: Impacts on Sewer Mains and Capacity, and Expansion of Treatment Facilities	LTS	None required	LTS	LTS
PS-3: Impacts on Storm Drainage Capacity	LTS	None required	LTS	LTS
PS-4: Impacts on Solid Waste Landfill Capacity	LTS	None required	LTS	LTS

Impacts	Impact after Mitigation	Mitigation	Impact by Specific Plan Area, (before Mitigation)	
			Airport Area	Margarita Area
PS-5: Increased Demand for Law Enforcement Services	LTS	None required	LTS	LTS
PS-6: Increased Demand for Fire Protection Service	LTS	None required	LTS	LTS
PS-7: Potential Inadequacy of Fire Protection Infrastructure to Maintain Acceptable Levels of Service	LTS	None required	LTS	LTS
PS-8: Increased Demand for Hazardous Materials Inspection, Permitting, and Response	LTS	None required	LTS	LTS
PS-9: Impacts on Existing School System	LTS	None required	LTS	LTS
PS-10: Impacts on Park and Recreation Facilities	LTS	None required	LTS	LTS
Cultural Resources				
CR-1: Potential Damage to or Destruction of Known and/or Unknown Cultural Resources	LTS	CR-1.1	S	S
Notes:				
LTS = less than significant.				
S = significant.				
SU = significant and unavoidable.				

Revised Table ES-4. Comparison of Impacts after Mitigation, for Project and Alternatives

Issue Area	Proposed Project	Alternative 1	Alternative 2	Alternative 3	Alternative 4 (No Project)
Land Use					
LU-1: Consistency of Proposed Specific Plans with Applicable City Plans, Policies, and Agreements	B <u>LTS</u>	LTS	SU	SU	No Impact
LU-2: Consistency of Proposed Specific Plans with County General Plan Policy	LTS	LTS	LTS	LTS	No Impact
LU-3: Consistency of Proposed Specific Plans with County Airport Land Use Plan	LTS	LTS	LTS	LTS	No Impact
LU-4: Compatibility with Surrounding Land Uses	No impact	No Impact	No Impact	No Impact	No Impact
LU-5: Conversion of Prime Agricultural Land to Urban Uses	SU	SU	LTS	LTS	No Impact
LU-6: Change in Views	SU	SU	SU	SU	No Impact
LU-7: Potential Increase in Daytime/Nighttime Light and Glare	LTS	LTS	LTS	LTS	No Impact
Hydrology and Water Quality					
H-1: Increased Discharges of Surface Water Pollutants related to Construction Activities	LTS	LTS	LTS	LTS	No Impact
H-2: Increased Discharges of Surface Water Pollutants related to Ongoing Use of the Project Area	LTS	LTS	LTS	LTS	No Impact
H-3: Changes in Absorption Rates, Drainage Patterns, and the Rate and Amount of Surface Runoff	LTS	LTS	LTS	LTS	No Impact
H-4: Changes in the Course or Direction of Water Movements	SU	SU	SU	SU	No Impact
H-5: Exposure of People and/or Property to Flooding Hazards	LTS	LTS	LTS	LTS	No Impact

Issue Area	Proposed Project	Alternative 1	Alternative 2	Alternative 3	Alternative 4 (No Project)
Biological Resources					
BIO-1: Loss or Temporary Disturbance of Annual Grassland	LTS	LTS	LTS	LTS	No Impact
BIO-2: Loss or Temporary Disturbance of Valley Needlegrass Grassland	LTS	LTS	LTS	LTS	No Impact
BIO-3: Loss or Temporary Disturbance of Serpentine Bunchgrass Grasslands	LTS	LTS	LTS	LTS	No Impact
BIO-4: Loss or Temporary Disturbance of Coyote Brush Scrub	LTS	LTS	LTS	LTS	No Impact
BIO-5: Loss or Temporary Disturbance of Open Water habitat	LTS	LTS	LTS	LTS	No Impact
BIO-6: Loss or Temporary Disturbance of Freshwater Marsh	LTS	LTS	LTS	LTS	No Impact
BIO-7: Loss or Temporary Disturbance of Seasonal Wetland	LTS	LTS	LTS	LTS	No Impact
BIO-8: Loss or Temporary Disturbance of Riparian Woodland and Scrub	LTS	LTS	LTS	LTS	No Impact
BIO-9: Loss of Temporary Disturbance of Agricultural Field and Congdon's Tarplant	LTS	LTS	LTS	LTS	No Impact
BIO-10: Loss or Temporary Disturbance of Ruderal and Developed Areas	LTS	LTS	LTS	LTS	No Impact
BIO-11: Impacts to Special-Status Plant Species	LTS	LTS	LTS	LTS	No Impact
BIO-12: Impacts on Non-Listed Special-Status Wildlife	LTS	LTS	LTS	LTS	No Impact
BIO-13: Mortality or Disturbance to California Red-Legged Frogs	LTS	LTS	LTS	LTS	No Impact
BIO-14: Mortality or Indirect Effects to Vernal Pool Fairy Shrimp and California Tiger Salamanders	LTS	LTS	LTS	LTS	No Impact
BIO-15: Potential Disturbance of American Peregrine Falcons	LTS	LTS	LTS	LTS	No Impact

Issue Area	Proposed Project	Alternative 1	Alternative 2	Alternative 3	Alternative 4 (No Project)
BIO-16: Potential Disturbance of Least Bell's Vireo	LTS	LTS	LTS	LTS	No Impact
BIO-17: Mortality of or Indirect Effects to Southwestern Pond Turtle	LTS	LTS	LTS	LTS	No Impact
BIO-18: Disturbance to Loggerhead Shrikes	LTS	LTS	LTS	LTS	No Impact
BIO-19: Mortality of or Disturbance to California Horned Larks	LTS	LTS	LTS	LTS	No Impact
Traffic and Circulation					
T-1: Secondary Impacts of Road Improvements	LTS	LTS	LTS	LTS	LTS
T-2: LOS in Excess of LOS D	No Impact	No Impact	SU	SU	SU
T-3: Degradation of Level of Service at Five Intersections to LOS F During the P.M. Peak-Hour	No Impact	No Impact	No Impact	No Impact	LTS
T-4: Capacity of Current Two-Lane Roads Exceeded on an Average Weekday	No Impact	No Impact	No Impact	No Impact	LTS
T-5: Increased Demand for Transit Service	No Impact	No Impact	No Impact	No Impact	LTS
Air Quality					
AIR-1: Short-Term Construction Emissions	LTS	LTS	LTS	LTS	No Impact
AIR-2: Long-Term Operations Emissions	LTS	LTS	LTS	LTS	No Impact
Noise					
N-1: Exposure of Land Uses to Traffic Noise in Excess of the Standards for Exterior Noise Exposure Specified in Table 3F-1	LTS	LTS	LTS	LTS	No Impact
N-2: Increase in Permanent or Temporary Ambient Noise Levels as Indicated in Table 3F-3, Substantial Increases in Noise Would Occur Along Some Roadways	LTS	LTS	LTS	LTS	No Impact
N-3: Exposure of Residential Uses to Aircraft Noise	LTS	LTS	LTS	LTS	No Impact

Issue Area	Proposed Project	Alternative 1	Alternative 2	Alternative 3	Alternative 4 (No Project)
Hazardous Materials					
HAZ-1: Potential Construction-Related Exposure to Hazardous Materials	LTS	LTS	LTS	LTS	No Impact
HAZ-2: Potential Operations-Related Exposure to Hazardous Materials	LTS	LTS	LTS	LTS	No Impact
HAZ-3: Short-Term Surface Water Quality Degradation from Accidental Release of Hazardous Materials during Construction-related Activities	LTS	LTS	LTS	LTS	No Impact
Public Services and Utilities					
PS-1: Impacts on Water Supply and Distribution Facilities	LTS	LTS	LTS	SU	No Impact
PS-2: Impacts on Sewer Mains and Capacity, and Expansion of Treatment Facilities	LTS	LTS	LTS	LTS	No Impact
PS-3: Impacts on Storm Drainage Capacity	LTS	LTS	LTS	LTS	No Impact
PS-4: Impacts on Solid Waste Landfill Capacity	LTS	LTS	LTS	LTS	No Impact
PS-5: Increased Demand for Law Enforcement Services	LTS	LTS	LTS	LTS	No Impact
PS-6: Increased Demand for Fire Protection Service	LTS	LTS	LTS	LTS	No Impact
PS-7: Potential Inadequacy of Fire Protection Infrastructure to Maintain Acceptable Levels of Service	LTS	LTS	LTS	LTS	No Impact
PS-8: Increased Demand for Hazardous Materials Inspection, Permitting, and Response	LTS	LTS	LTS	LTS	No Impact
PS-9: Impacts on Existing School System	LTS	LTS	LTS	LTS	No Impact
PS-10: Impacts on Park and Recreation Facilities	LTS	LTS	LTS	LTS	No Impact

Issue Area	Proposed Project	Alternative 1	Alternative 2	Alternative 3	Alternative 4 (No Project)
Cultural Resources					
CR-1: Potential Damage to or Destruction of Known and/or Unknown Cultural Resources	LTS	LTS	LTS	LTS	No Impact
Notes:					
LTS = less than significant.					
S = significant.					
SU = significant and unavoidable.					

- # designation of the Margarita Area for ~~67.2~~ 68.4 hectares (~~166.2~~ 169.0 acres) of Open Space, ~~12.5~~ 22.6 hectares (~~31.1~~ 55.7 acres) of parks, ~~38.0~~ 30.3 hectares (~~94.1~~ 74.9 acres) of Residential, ~~0.08~~ 0.9 hectare (~~0.2~~ 2.1 acres) of Neighborhood Commercial, 0.40 hectare (1.0 acre) of Special Use, ~~17.4~~ 27.9 hectares (~~43.2~~ 68.8 acres) of Business Park, ~~4.0~~ hectares (~~10.1~~ acres) of Elementary School, and ~~27.4~~ 19 hectares (~~67.9~~ 47 acres) of Streets for a total Margarita Area of ~~167.4~~ 169.4 hectares (~~413.8~~ 418.5 acres);
- # extension of Prado Road to Madonna Road;
- # extension of Prado Road (in the Margarita area) to Broad Street; and
- # extension of Prado Road to Tank Farm Road; and
- # extension of Buckley Road to South Higuera Street.

Alternative 3

Modifications to the Airport Area and Margarita Area Specific Plan land use and circulation plans (Figure ES-9) are as follows:

- # designation of the Airport Area for ~~3.0~~ 3.1 hectares (7.6 acres) of Medium-Density Residential, 140.5 hectares (347.2 acres) of Services and Manufacturing, ~~131.9~~ 132.0 hectares (326.1 acres) of Business Park, 117.6 hectares (290.6 acres) of Recreation and Open Space, and 81.4 hectares (201.2 acres) for Agriculture and Open Space for a total Airport Area of ~~474.5~~ 474.6 hectares (1,172.7 acres);
- # designation of the Margarita Area for ~~67.2~~ 68.4 hectares (~~166.2~~ 169.0 acres) of Open Space, ~~12.5~~ 22.6 hectares (~~31.1~~ 55.7 acres) of parks, ~~38.0~~ 30.3 hectares (~~94.1~~ 74.9 acres) of Residential, ~~0.08~~ 0.9 hectare (~~0.2~~ 2.1 acres) of Neighborhood Commercial, 0.40 hectare (1.0 acre) of Special Use, ~~17.4~~ 27.9 hectares (~~43.2~~ 68.8 acres) of Business Park, ~~4.0~~ hectares (~~10.1~~ acres) of Elementary School, and ~~27.4~~ 19 hectares (~~67.9~~ 47 acres) of Streets for a total Margarita Area of ~~167.4~~ 169.4 hectares (~~413.8~~ 418.5 acres);
- # extension of Prado Road to Madonna Road;
- # extension of Prado Road (in the Margarita area) to Broad Street;
- # construction of a roadway connection between Los Osos Valley Road and Prado Road;
- # extension of Los Osos Valley Road from South Higuera Street to Broad Street; and
- # extension of Buckley Road to South Higuera Street.

Alternative 4

Alternative 4 is the No-Project Alternative, which is required by CEQA. This alternative analyzes the implications of not proceeding with the project. No specific plans or facilities plans would be adopted under this alternative. Chapter 5 discusses Alternative 4 in more detail.

IMPACTS OF THE PROPOSED PROJECT

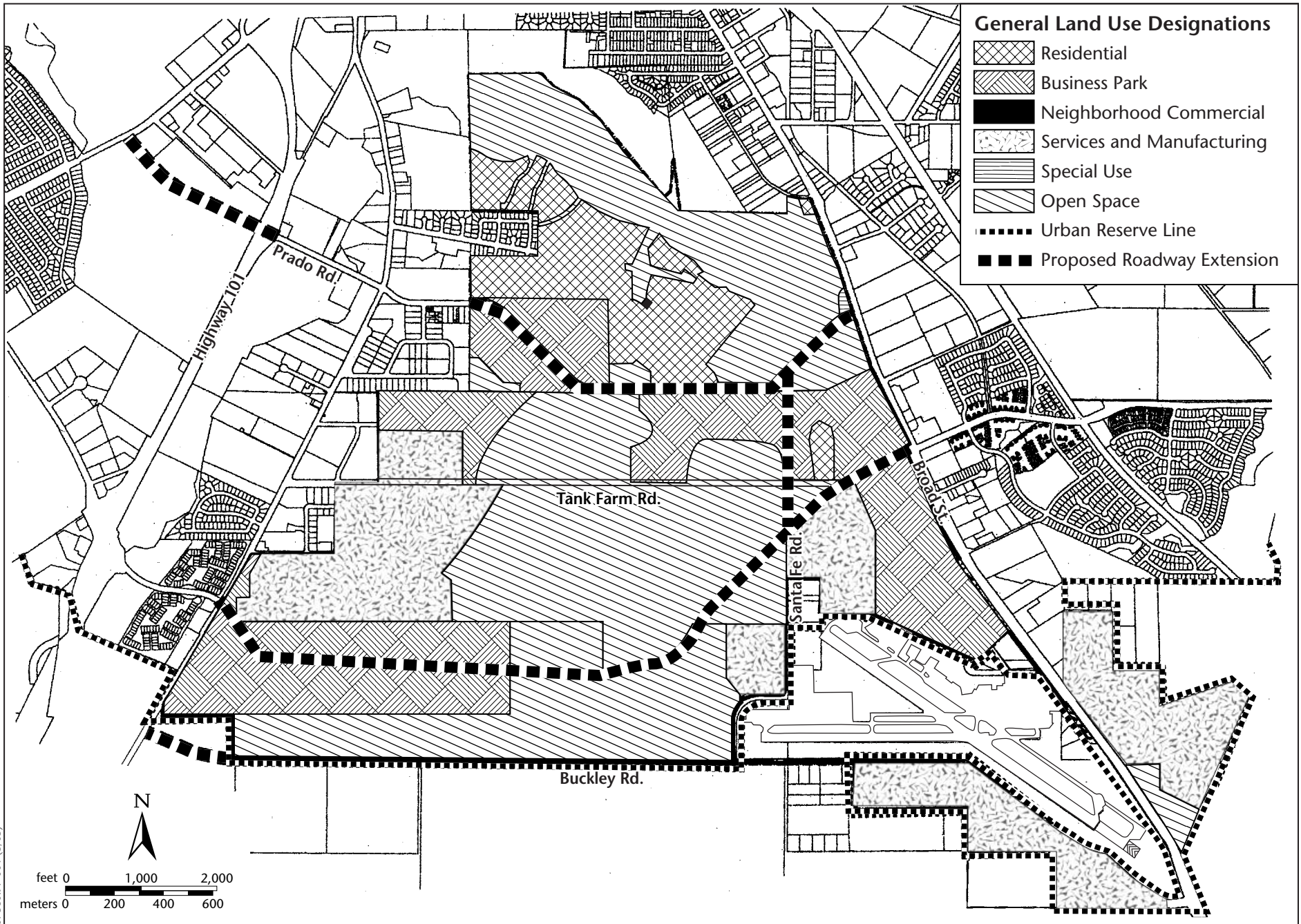
In accordance with the State CEQA Guidelines (Sections 15126[a], 15064, 15382, and Appendix G), an EIR must examine in detail all impacts that are potentially significant and the mitigation measures that can reduce these impacts. As part of the CEQA process, the City of San Luis Obispo prepared and circulated an initial study and notice of preparation (NOP) of a draft EIR. The findings of the initial study and the input received in response to the NOP were used in establishing the scope of this EIR.

This EIR finds that, without mitigation measures, the proposed project would have potentially significant impacts on land use, biological resources, transportation and circulation, air quality, hazardous materials, public services, and cultural resources. When feasible, mitigation measures are presented in this EIR to reduce significant impacts to a less-than-significant level. With application of the mitigation measures proposed in this EIR, project impacts would be reduced to a less-than-significant level for all environmental resources except for land use (loss of agricultural resources). Accordingly, this EIR finds that the project would have a significant and unavoidable impact related to land use (loss of agricultural resources).

A summary of the environmental impacts of the proposed project and alternatives is presented in Table ES-3 (~~located at the end of this chapter~~). This table reflects the premitigation CEQA conclusions of significance, recommended mitigation measures, and postmitigation CEQA significance conclusions for each impact.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The State CEQA Guidelines require an EIR to identify the environmentally superior alternative from among the alternatives analyzed. Alternative 2 is the environmentally superior of the three alternatives, other than the No-Project Alternative. Chapter 5 provides further discussion of the environmental advantages of Alternative 2.



OTHER CEQA-RELATED CONCLUSIONS

Cumulative Impacts

The State CEQA Guidelines (Section 15130) require that the cumulative impacts of a proposed project be addressed in an EIR when the cumulative impacts could be significant. Cumulative impacts are the incremental effects of the proposed project that, added to the impacts of other closely related past, present, and reasonably foreseeable future projects, are found to be cumulatively considerable.

Because of the program-level nature of the project, cumulative impacts are considered in each of the sections of Chapter 3 of this EIR. ~~Because~~ This project directly implements policies and plans adopted by the City. This EIR analysis uses the “projection” approach to cumulative impact analysis, supplemented by the policies contained in the proposed Airport Area Specific Plan and Margarita Area Specific Plan. The projection approach to cumulative impact analysis involves “considering the project effects in light of the effects summarized in an adopted general plan or related planning document that is designed to evaluate regional or areawide conditions” (State CEQA Guidelines, Section 15130[b][1][B].) The analysis is based on the assumption ~~assumes~~ that the cumulative analysis of the general plan EIR provides an appropriate and adequate base for analysis of future development and cumulative impacts associated with the proposed project. The analysis of cumulative impacts is detailed in Chapter 4 of this EIR, “Other CEQA Considerations.”

Growth Inducement and Growth-Related Impacts

Implementation of the project would result in the potential future development of the Airport and Margarita areas for residential, commercial, industrial, park, ~~school~~, and open space uses. This development includes the use of approximately ~~383.6~~ 357.9 hectares (~~948~~ 884.4 acres) for urban uses, including development of approximately 1,070 ~~1,328~~ residential units and residence by approximately 2,741 ~~3,400~~ people.

However, the project directly implements policies and plans adopted by the City, including the City General Plan. ~~This EIR analysis assumes~~ The growth-inducement analysis is based on the assumption that the growth-inducing impacts analysis of the general plan EIR provides an appropriate and adequate base for analysis of future development and growth-inducing impacts associated with the proposed project. Adoption of the specific plans would foster economic and population growth through the proposed land use designations, and the proposed facilities master plans, if carried out, would remove obstacles to growth. Implementation of the adopted policies in the City’s General Plan and mitigation measures in the General Plan EIR (aimed at reducing the secondary effects of growth), combined with implementation of the mitigation measures identified in Chapter 3 of this EIR and the policies contained in the Airport Area Specific Plan and Margarita Area Specific Plan will reduce the secondary effects of growth associated with the proposed

adoption of these specific plans and related facilities master plans. However, these impacts would not be reduced to less-than-significant levels. By definition, these are growth-inducing impacts (State CEQA Guidelines Section 15126.2).

Irreversible Environmental Changes

The State CEQA Guidelines require an EIR to include a discussion of significant irreversible environmental changes that would result from implementation of a project. Development of this project would require the irreversible commitment of construction materials (e.g., timber, steel, rock, concrete products), energy resources, and agricultural land. The analysis of irreversible environmental change is contained in Chapter 4 of this EIR.

Known Areas of Controversy and Issues to Be Resolved

Section 15123(b) of the State CEQA Guidelines requires an EIR to identify areas of controversy known to the lead agency, including issues raised by other agencies and the public. Areas of controversy and concern raised during the initial scoping period include:

- # consistency between city and county land use plans,
- # airport/land use compatibility,
- # water supply and availability,
- # future annexations,
- # aesthetic impacts, and
- # loss of agricultural land.

The major issues remaining for resolution are:

- # consistency between city and county land use plans,
- # airport/land use compatibility,
- # water supply and availability,
- # future annexations,
- # aesthetic impacts, and

loss of agricultural land.

REQUIRED APPROVALS

The City and other agencies will use this EIR to evaluate compliance of the proposed project with statutory and regulatory requirements. The anticipated approvals required for this project include:

- # certification of this program EIR,
- # adoption of the Margarita Area Specific Plan,
- # adoption of the Airport Area Specific Plan,
- # adoption of the Water System Master Plan,
- # adoption of the Wastewater Master Plan Update, and
- # adoption of the Storm Drain Master Plan.

Although the above list includes approvals known to be required for this action, other approvals will be required as individual future projects are proposed for the project area. Future projects may include annexations, subdivisions, planned developments, architectural review permits, and other discretionary permits. No federal approvals for adoption of the specific plans and related facilities master plans, including approval from the Federal Aviation Administration, are expected to be necessary. This EIR is intended to facilitate adoption of the above-mentioned plans. Other specific projects in the project area will require CEQA review to determine the scope of issues adequately addressed in this EIR. Additional environmental review of those projects may be required to fully evaluate project impacts.

Depending on project type, funding, and location, a federal agency may need to take a discretionary action on a proposed project. In this case, the federal agency may require the applicant to comply with the requirements of the National Environmental Policy Act (NEPA).

NEPA requires federal agencies to consider the environmental impacts of their decisions. Similar to CEQA, under which this EIR was prepared, NEPA establishes procedures for evaluating potential impacts, disclosing them to the public and affected agencies, and considering comments before acting. Federal agencies typically must satisfy NEPA before funding or issuing permits to local agencies. Preparation of a CEQA document does not satisfy the requirements of NEPA but may serve as background for a later NEPA action.

Preparation of the Airport Area Specific Plan was paid for in part by Community Development Block Grant funds originating in the federal government. Such planning activities are exempt from NEPA.

In the future, the City may seek federal funds to implement some aspects of the Airport Area Specific Plan, the Margarita Area Specific Plan, or the related facilities master plans. If the City seeks federal funding to help pay for facilities or improvements, NEPA compliance may be required. In that case, the City would need to provide information in the form required by the agency to fulfill its NEPA responsibilities.

The City anticipates that permit approval by the U.S. Army Corps of Engineers will be needed for proposed changes to creeks and wetlands and that NEPA compliance will be documented when construction plans are prepared and permits are sought.

The City intends that this EIR provide a sound basis for evaluating impacts and alternatives under NEPA. Relevant sections of this EIR may serve as an “environmental assessment” during future NEPA review. If NEPA evaluation occurs, there may be additional public notices and opportunities for comment.