
FINAL PROGRAM ENVIRONMENTAL IMPACT REPORT

**Airport Area and Margarita Area Specific Plans and Related
Facilities Master Plans**

Volumes I and II

*Prepared by the City of San Luis Obispo, Community Development
Department, 990 Palm Street, San Luis Obispo, CA 93401*

*With assistance from Jones & Stokes, 2600 V Street, Sacramento, CA
95818*

State Clearinghouse #2000051062

September 2003

NOTE TO READER

This environmental impact report (EIR) has been prepared pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code Sections 21000, et seq.) and the State CEQA Guidelines (Title 14, California Code of Regulations, Chapter 3). An EIR is an informational document that must be considered by every public agency before approval or disapproval of a project. The purpose of an EIR is to provide public agencies and the general public with information about the effects that a proposed project is likely to have on the environment; to provide ways to minimize any adverse effects; and to suggest alternatives to the project. This final EIR comprises the following:

- # **Volume I: Responses to Comments** contains a list of persons, organizations, and public agencies commenting on the draft program EIR; the comments and recommendations received on the draft EIR; and the City's responses to significant environmental issues raised in the review and consultation process.

- # **Volume II: Revisions to the Draft EIR** contains the full text of the draft program EIR, with minor changes shown as text that is struck-out (deleted) or underlined (added) in response to comments or for clarification purposes.

The content and format of this final EIR meets the requirements of CEQA and the State CEQA Guidelines.

VOLUME I: Responses to Comments

**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

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

Contents of Volume I

CHAPTER 1. INTRODUCTION.....	1-1
Preface.....	1-1
Purpose of a Program EIR	1-1
Background.....	1-2
Public Review of the Draft EIR.....	1-2
Public Hearing and Oral Comments	1-2
Written Comments	1-2
Contents of Volume I: Responses to Comments	1-2
 CHAPTER 2. RESPONSES TO WRITTEN COMMENTS ON THE DRAFT EIR	 2-1
California Regional Water Quality Control Board, Central Coast Region, Roger W. Briggs	2-3
San Luis Obispo County Department of Planning and Building, Warren Hoag	2-5
San Luis Obispo County Department of Planning and Building, Bill Robeson.....	2-9
County of San Luis Obispo Department of General Services, Klaasje Nairne	2-11
The Local Agency Formation Commission, Paul Hood.....	2-27
Senn, Charley Senn.....	2-29
Senn, Charles L. Senn.....	2-33
Senn, Charles Senn	2-35
Unocal 76, William J. Almas.....	2-37
Richard W. Ferris.....	2-41
Nick Muick	2-43
Member of the public (D.M.).....	2-45
Jeanne Anderson	2-47
Jeanne Anderson	2-49
Stella Koch.....	2-51
Judith Jennings.....	2-53
Dave Romero	2-55
Bill Wilson	2-57
 CHAPTER 3. RESPONSES TO ORAL COMMENTS ON THE DRAFT EIR.....	 3-1
Summary of Public Hearing.....	3-1
Public Comments	3-1
Commission Comments	3-2
 Table	 Page
2-1 List of Agencies, Individuals, and Organizations Commenting on the Draft EIR: Airport Area and Margarita Area Specific Plans and Related Facilities Master Plans, 2002	2-1

ACRONYMS AND ABBREVIATIONS

AASP	Airport Area Specific Plan
ALUC	Airport Land Use Commission
ALUP	Airport Land Use Plan
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
City	City of San Luis Obispo
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
Commr.	Commissioner
Corps	U.S. Army Corps of Engineers
dB	decibel
EIR	environmental impact report
ESA	Endangered Species Act
LAFCO	Local Agency Formation Commission
MASP	Magarita Area Specific Plan
NO _x	oxides of nitrogen
PM ₁₀	particulate matter 10 microns or less in diameter
ROG	reactive organic gases
SAY	safe-annual-yield
TPH	total petroleum hydrocarbons
URL	Urban Reserve Line
USFWS	U.S. Fish and Wildlife Service

Chapter 1. Introduction

PREFACE

City of San Luis Obispo (City) prepared and circulated a draft program environmental impact report (EIR) for the Airport Area Specific Plan (AASP) and Margarita Area Specific Plan (MASP) and related facilities master plans for water, wastewater, and storm drainage. The draft EIR was made available for public review and comment for 83 days, from February 15, 2002, to May 8, 2002. This final program EIR has been prepared in response to comments received during the public review period, and comprises two volumes:

- # **Volume I: Responses to Comments** contains a list of persons, organizations, and public agencies commenting on the draft program EIR; the comments and recommendations received on the draft EIR; and the City's responses to significant environmental issues raised in the review and consultation process.
- # **Volume II: Revisions to the Draft EIR** contains the full text of the draft program EIR, with minor changes shown as text that is ~~struck out~~ (deleted) or underlined (added) in response to comments or for clarification purposes.

The content and format of Volumes I and II of this final EIR meet the requirements of the California Environmental Quality Act (CEQA) and the State CEQA Guidelines (Section 15132).

PURPOSE OF A PROGRAM EIR

CEQA and State CEQA Guidelines require that a lead agency (in this case, the City) consider the environmental consequences of a project (i.e., the specific plans and facilities master plans) before taking action to implement the project. The State CEQA Guidelines (Section 15168) further 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 City (as the lead agency) 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. The draft EIR prepared and circulated by the City was developed at a program level, as allowed by CEQA and the State CEQA Guidelines.

This final 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 AASP, the MASP, and the related facilities master plans. Once the AASP, MASP, and the related facilities master plans are adopted by the 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.

BACKGROUND

The City prepared the AASP and MASP to implement the development provisions of its general plan. Each of the specific plans is intended to contain policies and standards that will facilitate the development of land, protection of open space, and construction of adequate public facilities. Adoption and implementation of these plans will allow the City to annex the plan areas. The City also prepared supporting facilities master plans for water, wastewater, and storm drainage facilities that will accompany the proposed developments under each of the specific plans.

PUBLIC REVIEW OF THE DRAFT EIR

Public Hearing and Oral Comments

The City held a public hearing during the 80-day public review period of the draft EIR to solicit public testimony. The public hearing was held on May 8, 2002, at the joint Planning Commission/City Council hearing rooms in the City. Formal testimony was received related to the draft EIR; a summary of the comments received is included in Chapter 3 of this volume.

Written Comments

Chapter 2 of this volume lists the agencies, groups, and individuals that commented in writing on the draft EIR. The review period for receiving written comments was February 15 through May 8, 2002. Written comments and the City's responses to them are also provided in Chapter 2 of this volume.

CONTENTS OF VOLUME I: RESPONSES TO COMMENTS

The content and format of this document (Volume I) were developed to meet the requirements of CEQA and the State CEQA Guidelines as follows:

- # Chapter 1, "Introduction," describes the background of the specific plans and an overview of the EIR process.

- # Chapter 2, “Responses to Written Comments on the Draft EIR,” includes the written comments of all agencies, organizations, and individuals commenting on the draft EIR, as well as responses to those comments.

- # Chapter 3, “Responses to Oral Comments on the Draft EIR,” includes the oral comments of all agencies, organizations, and individuals commenting on the draft EIR, as well as responses to those comments.

Chapter 2. Responses to Written Comments on the Draft EIR

Agencies, individuals, and organizations that commented in writing on the draft EIR are listed below. Comment letters were solicited during the 83-day review period between February 15, and May 8, 2002. Table 2-1 presents a list of agencies, individuals, and organizations that submitted written comments on the draft EIR.

Table 2-1. List of Agencies, Individuals, and Organizations Commenting on the Draft EIR: Airport Area and Margarita Area Specific Plans and Related Facilities Master Plans, 2002

Comment Letter	Date	Agency or Individual
<i>State Agencies</i>		
1	May 9, 2002	California Regional Water Quality Control Board, Central Coast Region Roger W. Briggs
<i>Local Agencies</i>		
2	May 3, 2002	San Luis Obispo County Department of Planning and Building Warren Hoag
3	May 8, 2002	San Luis Obispo County Department of Planning and Building Bill Robeson
4	May 8, 2002	County of San Luis Obispo Department of General Services Klaasje Nairne
5	May 8, 2002	The Local Agency Formation Commission Paul Hood
<i>Individuals and Organizations</i>		
6	May 1, 2002	Senn Charley Senn
7	May 1, 2002	Senn Charles L. Senn
8	May 8, 2002	Senn Charles Senn
9	May 7, 2002	Unocal 76 William J. Almas
10	May 8, 2002	Richard W. Ferris
11	May 8, 2002	Nick Muick
12	May 8, 2002	Member of the public (D.M.)
13	May 8, 2002	Jeanne Anderson

Comment Letter	Date	Agency or Individual
14	May 8, 2002	Jeanne Anderson
15	May 7, 2002	Stella Koch
16	May 8, 2002	Judith Jennings
17	May 7, 2002	Dave Romero
18	May 8, 2002	Bill Wilson



California Regional Water Quality Control Board
Central Coast Region



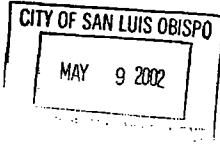
Winston H. Hickox
 Secretary for
 Environmental
 Protection

Internet Address: <http://www.swrcb.ca.gov>
 81 Higuera Street, Suite 200, San Luis Obispo, California 93401-5427
 Phone (805) 549-3147 • FAX (805) 543-0397

Gray Davis
 Governor

May 9, 2002

Mr. Glen Matteson
 City of San Luis Obispo
 Community Development Department
 990 Palm Street
 San Luis Obispo, CA 93401



Dear Mr. Matteson:

Letter 1

UNOCAL SAN LUIS OBISPO TANK FARM; DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE AIRPORT AREA AND MARGARITA AREA SPECIFIC PLANS AND RELATED FACILITIES MASTER PLANS, JANUARY 2002

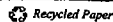
Thank you for the opportunity to review and comment on the *Draft Environmental Impact Report for the Airport Area and Margarita Area Specific Plans and Related Facilities Master Plans, January 2002* (Draft EIR), which was received in our office on February 19, 2002. Although the document contains several references to Unocal's San Luis Obispo Tank Farm (Tank Farm), the magnitude of the presence of petroleum hydrocarbon contamination in soil and groundwater - including contamination characterization and extent, environmental impacts associated with its presence, and the current state of remediation and management strategies - is inadequately addressed. Accurate attention to this contamination is crucial for determination of land use categories and allowable land uses; it therefore follows that we do not agree with statements made regarding land use in the areas where soil or groundwater contamination has been identified. As you may know, our office has been involved with the Tank Farm since the 1980s. Although we have not issued a cleanup order to Unocal for the property, Unocal is in the process of refining the contaminant characterization throughout the site. From this effort as well as quarterly groundwater and surface water monitoring, we have accumulated an extensive file on the Tank Farm. We are enclosing a list that notes all reports we have in our office that address the Tank Farm; several of these reports contain valuable site history information that could easily be incorporated into the Draft EIR (particularly page ES-2, Project Location, Airport Area contained in the Executive Summary). We encourage your staff to contact us for a file review.

1-1

In addition, we disagree with the outcome of the Alternatives Analysis (Section 5) because we consider Section 3 of the Draft EIR to be inaccurate and incomplete. Specifically, it is noted in the Current Land Use Designation for the Airport Area (page 3A-10) that one-quarter of the land in the central portion of the Airport area is designated for Recreation "in response to potential soil contamination (which remains from the tank farm facility fire) and existing riparian and wetland features." We do not understand this reasoning and disagree with the Recreation designation. Furthermore, the assessment of environmental impacts to hydrology and water quality, biological resources, and exposure due to hazardous materials (included in Section 3 of the Draft EIR) addresses neither the extent of contamination nor the various surface expressions of the contamination that vary seasonally and, in some cases, are highly temperature dependent. Again, we invite your staff to review our extensive documentation on the Tank Farm and discuss ongoing regulatory involvement with the site by our office, the California Department of Fish and Game, and the U. S. Army Corps of Engineers.

1-2

California Environmental Protection Agency



Mr. Glen Matteson

2

May 9, 2002

If you have any questions, please call Diane Kukol at (805) 542-4637 or Harvey Packard at (805) 542-4639.

Sincerely,

Harvey Packard
 Roger W. Briggs
 Executive Officer

S:\NCBVeru\Diane\SLO Tank Farm\Draft Airport-Marg EIR\

Attachment

cc without Attachment:

Mr. Bill Almas
 Unocal Corporation
 P.O. Box 1069
 San Luis Obispo, CA 93406

Ms. Melissa Boggs
 Department of Fish and Game - OSPR
 213 Beach Street
 Morro Bay, CA 93442

Mr. John Ljung
 Unocal Corporation
 P.O. Box 1069
 San Luis Obispo, CA 93406

Mr. Curt Batson
 SLO County Environmental Health Services
 P.O. Box 1489
 San Luis Obispo, CA 93406

Mr. Chuck Anders
 Strategic Initiatives
 316 E. Branch Street
 Arroyo Grande, CA 93420

Mr. John Euphrat
 San Luis Obispo County
 Environmental Division
 County Government Center
 San Luis Obispo, CA 93408

Mr. Bruce Henderson
 Senior Project Manager
 U.S. Army Corps of Engineers, L.A. District
 2151 Alessandro Drive, #255
 Ventura, CA 93001

California Environmental Protection Agency



Engineering Report List

Unocal SLO Tank Farm

Report Date	Received Date	Report Title	Consultant	Report Type	File Number
		EDAW Field Surveys, 1999		map	10
		Remediation Technology Panel (RTP) Meeting Notes for Unocal-Avila Tank Farm and Unocal-San Luis Obispo Tank Farm		other	13
10/23/88	10/24/88	Preliminary Report, Groundwater Investigation SLO Tank Farm	Dames & Moore		1
11/18/88	11/28/88	Report of Groundwater Investigation, SLO Tank Farm	Dames & Moore		1
12/1/88	12/17/97	Topographic Map of Tank Farm Property, SLO Ca.	Golden State Aerial Surveys		1
11/28/89	12/5/89	Report of Phase II Soil and Groundwater Investigation, SLO Tank Farm	Dames & Moore		1
4/30/90	4/30/90	Work Plan/Results for Soil Sampling and Bioremediation of Soil Boring Cuttings at the Unocal Tank Farm	Earth Systems Environmental, Inc.		1
9/6/90	9/17/90	Workscope for Tank Farm Free Product Recovery, SLO Ca.	Groundwater Technology, Inc.		1
11/27/90	11/28/90	Crude Oil Removal Pilot Study Workplan for Unocal Tank Farm	Groundwater Technology, Inc.		1
1/1/91	1/1/91	Groundwater Basin Evaluation	Boyle Engineering Corp.	other	3
1/1/91	2/4/91	Risk Assessment for the Unocal Tank Farm, SLO Ca Development of Public Health Criteria for Soils and Groundwater, Vols 1-3	Envirologic Data		2
1/20/91	2/4/91	Groundwater Monitoring Results, Unocal Tank Farm, Fourth Quarter 1990	Earth Systems Environmental, Inc.		2
4/20/91	5/6/91	Groundwater Monitoring Results Unocal Tank Farm, SLO Ca, February 1991	Earth Systems Environmental, Inc.		3
7/20/91	8/1/91	Groundwater Monitoring Results Unocal Tank Farm, SLO Ca, May 1991	Earth Systems Environmental, Inc.		3

Monday, March 25, 2002

Page 1 of 7

Unocal SLO Tank Farm

Report Date	Received Date	Report Title	Consultant	Report Type	File Number
8/6/91	8/16/91	Work Plan for Groundwater Monitoring and Sampling, Unocal Tank Farm	Groundwater Technology, Inc.		3
8/9/91	8/18/91	Analysis of Subsurface Crude Oil Unocal Tank Farm SLO, Ca	Groundwater Technology		3
10/1/91	12/12/91	Workplan for Site Assessment, Btex Groundwater Contamination	England & Associates		3
10/20/91	11/7/91	Groundwater Monitoring Results Unocal Tank Farm, SLO Ca, August 1991	Earth Systems Environmental, Inc.		3
1/7/92	12/17/97	Report of Environmental Site Assessment Six-Acre Parcel, NW Corner of Tank Farm Road and Santa Fe Road, SLO Ca. (moved to TF Pipeline)	Earth Systems Environmental, Inc.		3
1/20/92	2/20/92	Groundwater Monitoring Results Unocal Tank Farm, SLO Ca, November 1991	Earth Systems Environmental, Inc.		3
5/20/92	5/21/92	Groundwater Monitoring Results, CRWQCB Monitoring and Reporting Program 91-110: May 1992	Earth Systems Environmental, Inc.		4
6/29/92	7/13/92	Report of Soil Gas and Groundwater Investigation	England & Associates		4
8/14/92	8/24/92	Groundwater Monitoring Results, CRWQCB Monitoring and Reporting Program 91-110: July 1992	Earth Systems Environmental, Inc.		4
10/20/92	11/13/92	Workplan for Supplemental Investigation, BTEX Groundwater Contamination	England & Associates		4
11/20/92	11/20/92	Groundwater Monitoring Results, CRWQCB Monitoring and Reporting Program 91-110: October 1992	Earth Systems Environmental, Inc.		4
2/20/93	2/23/93	Groundwater Monitoring Results CRWQCB Monitoring and Reporting Program 91-110 January 1993	Earth Systems Consultants	ground water monitoring	4
5/20/93	5/17/93	Groundwater Monitoring Results May 1993 Monitoring and Reporting Program 91-110	Earth Systems Consultants	ground water monitoring	4
8/20/93	8/19/93	Groundwater Monitoring Results, CRWQCB Monitoring and Reporting Program 91-110: July 1993	Earth Systems Environmental, Inc.		4
11/20/93	11/18/93	Groundwater Monitoring Results, CRWQCB Monitoring and Reporting Program 91-110: October 1993	Earth Systems Environmental, Inc.		4
4/1/94	10/28/98	Army Corp. of Engineers Wetland Study		map	10

Monday, March 25, 2002

Page 2 of 7

Unocal SLO Tank Farm

Report Date	Received Date	Report Title	Consultant	Report Type	File Number
5/20/94	5/17/94	Groundwater Monitoring Results, Monitoring and Reporting Program 93-120, Unocal Tank Farm, April 1994	Earth Systems Environmental, Inc.		5
6/ 1/94	9/ 1/94	Screening of Remedial Alternatives for Subsurface Soil with Crude Oil, Unocal Tank Farm	Groundwater Technology, Inc.		5
11/20/94	11/16/94	Groundwater Monitoring Results Monitoring and Reporting Program 93-120, October 1994	Earth Systems Environmental, Inc.		5
12/13/94	1/17/95	Screening of Remedial Alternatives for Subsurface Soil with Crude Oil, Unocal Tank Farm SLO, Ca.	Groundwater Technology		5
5/12/95	5/26/95	Semi-Annual Data Report, RWQCB Monitoring and Reporting Program 93-120, Unocal Tank Farm	MPDS Services, Inc.		6
8/25/95	8/30/95	Report on Additional Site Assessment, Unocal Tank Farm	Groundwater Technology, Inc.		6
8/25/95	8/30/95	Report on Additional Site Assessment, Unocal Tank Farm, SLO Ca.	Groundwater Technology		6
9/21/95	10/ 2/95	Sampling of Surface Waters, August 1995, Unocal SLO Tank Farm	Groundwater Technology, Inc.		6
10/13/95	10/25/95	Review of Remediation Options and Proposed Action Plan Unocal Office Area, Unocal Tank Farm, SLO, Ca	Groundwater Technology		6
10/17/95	10/17/95	The Tank Farm Road Health Risk Assessment, Working Draft	ERM-West, Inc.		6
11/ 7/95	11/21/95	Semi-Annual Data Report, RWQCB Monitoring and Reporting Program 93-120, Unocal Tank Farm	MPDS Services, Inc.		6
3/29/96	3/26/97	Analytical Results for Deep-Screened Wells MW-47, 11Ee, and 11Ed, Unocal SLO Tank Farm and Vicinity	Groundwater Technology, Inc.		7
4/ 1/96	5/ 2/96	Health Risk Assessment, Unocal Tank Farm, SLO Ca.	ERM-West, Inc.		7
5/13/96	5/20/96	Semi-Annual Data Report, RWQCB M&RP 93-120	MPDS Services		7
8/16/96	8/21/96	Draft Health Assessment Report, Unocal Tank Farm Field Offices, SLO Ca.	ERM-West, Inc.		6
11/14/96	11/14/96	Semi-Annual Data Report, RWQCB M&RP 93-120	MPDS Services		7

Monday, March 25, 2002

Page 3 of 7

Unocal SLO Tank Farm

Report Date	Received Date	Report Title	Consultant	Report Type	File Number
3/19/97	3/26/97	Results of Monthly Groundwater Monitoring, Unocal Tankfarm SLO	Earth Systems Environmental, Inc.		7
5/ 2/97	5/19/97	Semi-Annual Data Report, RWQCB Monitoring and Reporting Program 93-120, Unocal Tank Farm	MPDS Services, Inc.		7
10/29/97	11/ 4/97	Well Destruction Report for Unocal Tank Farm Tank Number 4 Monitoring Wells PZ-1, PZ-2, PZ3A/B, TMW-1, EW-2, RW-1 Unocal Tank Farm Monitoring Area, SLO, Ca.	Earth Systems Environmental, Inc.		7
11/20/97	11/25/97	Groundwater Monitoring Results Monitoring and Reporting Program 93-120, October 1997	Earth Systems Environmental, Inc.		7
12/17/97		Topographic Map of Tank Farm Property	Unocal	map	10
2/27/98	3/ 4/98	Scoping Ecological Risk Assessment and Biological Site Characterization for Unocal Tank Farm Road Site	Entrix	characterization	8
3/27/98		Workplan Site Assessment Former Boiler Blow-Down Area Unocal Tank Farm Project No.147-N	England & Associates	work plan	8
3/27/98	3/27/98	Workplan for Site Assessment Former Boiler Blow-Down Area, Unocal Tank Farm, SLO, Ca.	England & Associates		8
4/21/98	4/24/98	Groundwater and Surface Water Monitoring Results Monitoring and Reporting Program 93-120, SLO, Ca.	Earth Systems Environmental, Inc.		8
5/11/98	5/11/98	Supplemental Groundwater Investigation Unocal Tank farm Facility	England & Associates		5
10/22/98	10/22/98	Groundwater and surface water monitoring results-september 1998 monitoring and reporting program 93-120	Earth Systems Consultants	ground water monitoring	8
11/13/98	12/15/98	Workplan for Additional Site Characterization Project No. 147-M	England & Associates	work plan	8
11/19/98	12/23/98	Phase II Site Assessment West 20-acre parcel, Martinelli property	England & Associates	other	8
1/ 4/99	1/19/99	Workplan for Additional Site Assessment West 20-acre parcel, Martinelli property Project No. 147-M	England & Associates	work plan	8
1/12/99	2/26/99	Former Boiler Blow-Down Area Investigation	England & Associates	other	8

Monday, March 25, 2002

Page 4 of 7

Unocal SLO Tank Farm

Report Date	Received Date	Report Title	Consultant	Report Type	File Number
1/15/99	1/20/99	Surface Water Monitoring Results December 1998 MRP 93-120	Barth Systems Consultants	other	8
4/ 5/99	4/ 5/99	Addition Site Characterization Unocal SLOTF April 1999- Volume 1	England & Associates	characterization	9
4/20/99	4/20/99	Groundwater and Surface water Monitoring Results-March 1999 MRP 93-120	Earth Systems Consultants	ground water monitoring	10
7/13/99		Workplan for Environmental Site Assessment Serfino-Martinelli Trust Property APN 076-341-004	England & Associates	work plan	10
7/27/99	4/ 7/00	Key Biological Resources Issues and Preliminary Restoration Concepts for The proposed Unocal Tank Farm Development and Ecological Preserve	EDAW, Inc.	other	11
7/30/99	7/30/99	Additional Site Assessment West 20-acre parcel, Martinelli property	England & Associates	other	10
8/27/99	4/ 7/00	Petroleum Hydrocarbon Issues for the proposed Unocal Tank Farm Development and Ecological Preserve	England & Associates	other	11
9/23/99	9/28/99	Environmental Site Assessment Serfino-Martinelli Property APN076-341-004	England & Associates	other	10
10/12/99	10/26/99	Workplan for Site Assessment Holdgrafer Property APN's 076-352-028, -029, and -047	England & Associates	work plan	10
10/20/99	10/20/99	Groundwater Monitoring Results September 1999 MRP 93-120	Barth Systems Consultants	ground water monitoring	10
1/20/00	1/19/00	Surface Water Monitoring Results December 1999 Monitoring and Reporting Program 93-120	Earth Systems Consultants	other	10
1/20/00	1/28/00	Quarterly Report of Oil Removal Unocal Pipeline-tank farm road monitoring area	Earth Systems Consultants	other	10
2/ 4/00	4/28/00	Results of Rock Sampling and Analysis	Barth Systems Consultants	other	10
3/ 9/00	4/ 7/00	Risk-based Corrective Action Plan Serfino-Martinelli Property APN 076-341-004	England & Associates	other	11

Monday, March 25, 2002

Page 5 of 7

Unocal SLO Tank Farm

Report Date	Received Date	Report Title	Consultant	Report Type	File Number
3/13/00	4/ 5/00	Work plan for site assessment Forest Property APN076-351- 003	England & Associates	work plan	11
4/17/00	4/17/00	Groundwater and surface water monitoring results-march 2000 monitoring and reporting program 93-120	Earth Systems Consultants	ground water monitoring	11
5/ 4/00	5/ 8/00	Transmittal Soil and GroundWater Chromatograms	England & Associates	other	11
5/ 4/00	5/17/00	Hydrology Study Status Report January 2000	England & Associates	other	11
8/24/00	8/24/00	DRAFT Workplan for Supplemental Site Characterization, Unocal San Luis Obispo Tank Farm	England & Associates	work plan	12
10/18/00	10/20/00	Groundwater Monitoring Results September 2000	Earth Systems Consultants	other	11
10/19/00	10/27/00	REVISED DRAFT Workplan for Supplemental Site Characterization, Unocal San Luis Obispo	England & Associates	work plan	12
11/ 9/00	11/13/00	Seep Evaluation Trenching Report	England Geosystem Environmental Engineering	other	11
12/12/00	2/ 6/01	Hydrology Data Report (June 1999 - September 2000)	England Geosystem Environmental Engineering	other	12
1/20/01	1/20/01	Surface Water Monitoring Results December 2000	Earth Systems Consultants	other	12
2/13/01	2/13/01	Hydrocarbon Seepage Study Work Plan, San Luis Obispo Tank Farm Project No. 147-R	England Geosystem Environmental	other	12
4/20/01	4/20/01	Groundwater and Surface Water Monitoring Results - March 2001 Monitoring and Reporting Program 93-120	Earth Systems Consultants	ground water monitoring	12
5/31/01	5/31/01	Workplan for Groundwater Natural Attenuation Monitoring, Unocal San Luis Obispo Tank Farm	England Geosystem Environmental	work plan	12
6/15/01	8/10/01	Hydrocarbon Seepage Study Work Plan, San Luis Obispo Tank Farm Project No. 147-R	England Geosystem Environmental	other	12
10/15/01	12/ 4/01	Supplemental Site Characterization	england geosystem	characterization	14

Monday, March 25, 2002

Page 6 of 7

Unocal SLO Tank Farm

Report Date	Received Date	Report Title	Consultant	Report Type	File Number
10/20/01	10/22/01	Groundwater Monitoring Results, September 2001	Earth Systems Consultants	ground water monitoring	13
1/20/02	1/18/02	Surface Water Monitoring Results, December 2001	Earth Systems Consultants	other	13
1/24/02	1/25/02	Report of Oil Removal, Fourth Quarter 2001	Unocal	other	13
1/25/02	1/29/02	Groundwater Natural Attenuation Monitoring Report	england geosystem	ground water monitoring	13
1/25/02	1/29/02	Soil Gas Monitoring Report	england geosystems	other	13
1/31/02	2/19/02	Draft Environmental Impact Report for the Airport Area and Margarita Area Specific Plans and Related Facilities Master Plans	Jones & Stokes	other	13

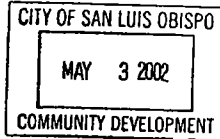
Responses to Comments by the California Regional Water Quality Control Board, Central Coast Region, Roger W. Briggs

Response to Comment 1-1: The additional information provided by the commenter on the reports addressing Unocal's Tank Farm is appreciated. However, the additional information only supplements the existing information already contained in the EIR (see, for example, page 3G-3 of the draft EIR, which begins the discussion of the numerous reports reviewed as part of the environmental analysis for the AASP and the MASP) and does not change the actual conclusions in the EIR. The comment does not clearly identify the locations of statements in the EIR that refer to land uses in the vicinity of soil or groundwater contamination. However, page 3G-5 specifically states that Phase I and Phase II site assessments would need to be completed for parcels in and adjacent to potential sources of hazardous materials, and Mitigation Measure HAZ-1.2 requires the preparation of Phase Is (and Phase IIs if needed). As described in Chapter 1 of Volume I, the analysis is intended to serve as a program-level review of the potential impacts associated with the AASP, among other project components. Site-specific conditions would need to be assessed in more site-specific project approvals and CEQA compliance documents.

Response to Comment 1-2: The commenter's concerns regarding land use designations are noted. However, any future development of the contaminated area will require extensive site-specific investigations and, if needed, remediation, regardless of the land use designation. The environmental impacts associated with implementation of the proposed project are addressed in Chapter 3 of the draft EIR. Impacts of past activities not related to the proposed project are not analyzed in the EIR.



SAN LUIS OBISPO COUNTY
DEPARTMENT OF PLANNING AND BUILDING



VICTOR HOLANDA, AICP
DIRECTOR

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ENVIRONMENTAL COORDINATOR

FORREST WERMUTH
CHIEF BUILDING OFFICIAL

May 3, 2002

John Mandeville, Director
Community Development Department
City of San Luis Obispo
990 Palm Street
San Luis Obispo, CA 93401

Letter 2

Subject: Comments on the Draft Environmental Impact Report for the Airport Area and Margarita Area Specific Plan and Related Facilities Master Plans

Dear Mr. Mandeville:

The Department of Planning and Building's comments on the above-referenced environmental impact report are focused on the sections concerning the Airport Area Specific Plan, in particular as noted below.

Section 3A. Land Use and Aesthetics

Page 3A-14, Impact LU-1. Within the draft environmental impact report (EIR), no comparison is provided between the City General Plan and Airport Specific Plan land use designations, their geographic extent or factors such as employee density. Without such a comparison, it is impossible to assess the statement that, "None of the refinements has altered the intent of existing city policy." It is our understanding that the Specific Plan proposes a greater extent of Business Park area, and proposes a higher employee density than was assumed in the environmental impact report prepared for the City Land Use Element update (Glen Matteson, phone conversation, May 2, 2002). The conclusion that the Specific Plan will have a beneficial impact cannot be examined without a fair comparison to the City General Plan and the estimates in the City Land Use Element EIR.

2-1

Page 3A-14, Impact LU-2. The County General Plan - San Luis Obispo Area Plan of the Land Use Element - designates land south and east of the proposed plan in the Industrial and Commercial Service land use categories that is within the County Urban Reserve Line (URL). The appropriate land uses of these areas are not addressed in the Airport Area Specific Plan, so that questions arise if these lands are planned for annexation and the benefits and responsibilities associated with it. However, the specific plan addresses the open space and habitat resources in these areas (Page 3-3). It also proposes to acquire fee or conservation easement interest on, "Agricultural lands on either side of Buckley Road between Vachell Lane and Broad Street..." (Page 3-19). Concern is expressed that land east of Broad Street should be considered for conservation acquisitions to maintain agricultural operations (Page 3-19). This section of the EIR on page 3A-15 points out the inconsistency between the City and County General Plans within these areas, and states that a suitable mitigation measure would be to work out the

2-2

John Mandeville
Airport Area Specific Plan EIR

May 3, 2002
Page 2

disposition of the Avila Ranch property. We suggest that the county Commercial Service category lands, both west of the Avila Ranch and east of Broad Street that are not included in the city specific plan designations, also be addressed in this mitigation measure.

2-2
cont.

Section 3D. Traffic and Circulation

We encourage the city to broaden the scope of analysis within the Traffic and Circulation chapter to include a discussion of traffic increases on Highway 101 that can be associated with the Airport Area Specific Plan and cumulative city growth. Other chapters such as Air Quality may need to respond to this request as well. Our concern about Highway 101 is that it is an inter-regional freeway with rapidly increasing traffic demand that is anticipated to provide access to the project area for residents living outside the city. The impact analysis within the alternatives sections should also include Highway 101 impacts in their purpose and analysis. Similarly, the traffic analysis should evaluate the increased traffic that is possible on Highway 227 and on Price Canyon Road since these corridors may draw increased "spill-over" traffic from Highway 101 as congestion on it continues to worsen.

2-3

Our understanding is that previous studies, including the Environmental Impact Report for the city Land Use Element update, have identified that the Airport Area is expected to increase regional commuting within San Luis Obispo County. And, it is anticipated that increased employment in the Airport Area Specific Plan will generate housing demand that the city will not be able to absorb, due to such factors as projected increases in Cal Poly enrollment and city policies that restrict the rate of residential development. The project is likely to generate a worsened imbalance between local jobs and housing that creates transportation problems within the region. Some evaluation should be made of the increased housing demand that will be directed at unincorporated areas and other cities, to address its environmental effects. For the environmental context of the Draft EIR, this imbalance should be addressed in the Traffic and Circulation section, where the most relevant effects will be apparent.

2-4

If only 44 percent of employees working in San Luis Obispo live within the city now (Table 3D-6), how will the increased employment generated by the project compare to the projected growth of the city housing supply, given other demands from such sources as Cal Poly? It would be warranted to use 2000 Census data in Table 3D-6 as well as 1990, and unincorporated communities such as Templeton and Santa Margarita should be evaluated for inclusion since they may house significant numbers of San Luis Obispo employees.

2-5

For this analysis to be effective and relevant, the current traffic levels on Highway 101 should be estimated since source data from 1996-97 identified in Figure 3D-2 has decayed rapidly as traffic has increased noticeably on the highway in the intervening five years. To illustrate, in 1995 the city Environmental Impact Report for the Land Use Element update identified in Table 6.3-4 that the general level of service (LOS) on Highway 101 was "A" from data indicated from 1991. The subject Draft EIR estimates that the highway was at LOS C in 1996-97. What is the current or most recent level of service?

2-6

The No Project alternative should be fully included in the Alternatives analysis and treated with the same assumptions, so that the circulation mitigation measures from the Final EIR for the city Land Use Element update would be included for the existing land use categories. The No Project alternative is described on page 3D-34 as being development proceeding from the city's General Plan without any major roadway extensions and new collector streets. This statement conflicts with the assumption on page 5-8, which states that no urban development would proceed in the Airport Area. Would not development proceed within the jurisdiction of the County of San Luis Obispo under very similar plan designations? Would Tank Farm Road be widened according to the county General Plan? Depending on your approach, major street improvements should be included from the same General Plan and its Final EIR that is the basis of your assumption. It is doubtful if the land use categories that are the source of this alternative would have been adopted if the accompanying street improvements had not also been planned.

2-7

Chapter 4. Other CEQA Considerations

Cumulative Impacts. The cumulative impacts analysis beginning on page 4-2 should base its approach on the fact that the draft Airport Specific Plan proposes changes to the adopted city Land Use Element, and potentially increases employment densities within the airport area over the current plan. These increases should be identified and compared to cumulative levels of development and impacts. Taken in concert with other adopted plans, does the specific plan significantly increase cumulative impacts on transportation, housing and resources?

2-8

In assessing growth-inducing impacts, the large-scale scope of the specific plan should be weighed in a regional context for potentially significant impacts to housing. State guidelines to address growth-inducing impacts of the project, Section 15126.2(d), state, "Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment." With current transportation and housing impacts occurring, what will be the additional impacts once the Airport Area Specific Plan is implemented, along with other planned growth? To answer this question, a regional jobs-housing balance study should be a component of the EIR to determine the effect of the specific plan on regional housing demand and supply. Corresponding commuting impacts to the capacities of Highway 101 and local streets should be evaluated in the Traffic and Circulation section using this study data.

2-9

We appreciate the opportunity to comment on the Draft Environmental Impact Report for the Airport Area Specific Plan. Please contact us at (805) 781-5982 if you have any questions or concerns.

Sincerely,


Warren Hoag, AICP
Principal Planner
Long Range Planning

c: Ellen Carroll, Environmental Coordinator
Dave Flynn, Department of Public Works
Larry Allen, Air Pollution Control District
George Rosenberger, Department of General Services

Responses to Comments from San Luis Obispo County Department of Planning and Building, Warren Hoag

Response to Comment 2-1: Figure 3A-1 in the draft EIR shows the locations and geographic extent of the City's existing general plan land use designations for both the Airport Area and Margarita Area. Percentages of each general plan land use designation for the Airport Area and the Margarita Area (corresponding to Figure 3A-1) are provided on pages 3A-10 and 3A-12, respectively, of the draft EIR. Furthermore, Tables 2-1 and 2-2 of the draft EIR provide a breakdown of the proposed project's land use designations in hectares, acres, and as percentages of the total. As stated on page 3A-14 of the draft EIR (in the impact discussion), the greater level of analysis during the specific plan development process resulted in the *refinement* of the land use designation acreages, not a large-scale change in the overall development plans for the areas.

Regarding the commenter's concern about Business Park-designated areas: for the proposed AASP, the Business Park and Services and Manufacturing designations (approximately 45% of the total area) represent slightly less area than identified by the existing general plan designation (roughly half of the total area). The MASP identifies roughly 16% of the total area for Business Park compared to the approximate 10% identified in the general plan. This difference represents a minimal change, especially when considering that the locations of the Business Park-designated areas under both specific plans are essentially contiguous (see revised Figure 2-3, showing the locations of the proposed land use designations).

As shown in Volume II of this final EIR, the impact conclusion for Impact LU-1 has been changed from "beneficial" to "less than significant."

Response to Comment 2-2: The program EIR identifies the inconsistency between the existing County general plan designations for land adjoining the planning area and the policies of the City's general plan which promote the retention of open space outside the City's Urban Reserve Line (URL) as a significant impact.

This inconsistency predates the proposed specific plan and is a baseline condition. As such, it is not a result of the proposed project. Because the land in question is under County jurisdiction, the City staff does agree that it is appropriate for the City and County to resolve any discrepancies in the respective plans and URL policies. Because the land is within the County, the County should take the lead in seeking to reconcile their land use designations. Mitigation Measure LU-2.1 has been revised to encourage cooperation between the County and City over this issue and to provide a 2-year deadline for its resolution.

Response to Comment 2-3: Page 3D-16 identifies, as part of buildout, a full interchange at U.S. Highway 101 and Prado Road and a widened bridge and ramp improvements at U.S. Highway 101/Los Oso Valley Road. Furthermore, as identified on page 3D-17 and 3D-18, additional

improvements to U.S. Highway 101 in the city are identified in a Major Investment Study and Regional Transportation Plan, which are also included in the buildout assumptions.

Response to Comment 2-4: The commenter's concerns regarding the current regional employment/housing balance and the proposed project's potential to exacerbate the problem are noted. However, Table 3D-5 in the draft EIR shows that, in 1990, 75% of the city residents worked within the city. Furthermore, the proposed AASP and MASP represent a balanced employment/housing approach to development. Major objectives of the master plans include accommodating business and manufacturing development that would support household-supporting income as well as providing access for residents to employment and services.

Response to Comment 2-5: See the response to Comment 2-4.

Response to Comment 2-6: The commenter raises the question of whether the draft EIR must be updated to include more recent information on existing traffic in order to be adequate. Section 15125 of the State CEQA Guidelines provides that the "baseline" for consideration of project impacts is the environmental setting in existence at the time the NOP is released for review. This approach has been upheld in several cases, including *Fat v. County of Sacramento* (2002) 97 Cal.App.4th 1270 (baseline is existing airport operations, not previously approved, lesser level of operations) and *Riverwatch v. County of San Diego* (1999) 76 Cal.App. 4th 1428 (impacts of previous illegal activity were not part of the project's baseline). There is no regulation that would require the City to update the baseline traffic measurements.

Furthermore, as described on page 3D-20, under "Introduction and Methodology," the draft EIR discloses the significance of project buildout, based on level of service thresholds. In other words, the project's level of impact at buildout does not depend on the difference between existing traffic levels and projected levels. Rather, the level of impact is determined by comparing the projected delay at intersections and volume-to-capacity levels that would exist at project buildout to the City's standards of significance. Therefore, the level of significance is unlikely to change because the traffic projections prepared for the project at buildout continue to be accurate, even if existing levels of traffic have changed. The fact that current traffic levels may differ from those in the draft EIR's traffic study is not in itself a significant effect. Therefore, if the traffic data were updated to reflect current traffic levels, it would clarify existing traffic levels, but would not change the significance determinations in the draft EIR.

Response to Comment 2-7: The commenter's statement that the No-Project Alternative analysis is conflicting within the draft EIR is erroneous. Page 5-8 states that "urban development within the Airport and Margarita Areas would not be allowed by the City General Plan until adoption of specific plans," which is consistent with the statement on page 3D-34.

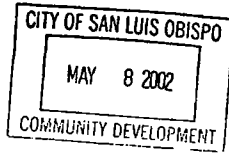
Response to Comment 2-8: As described in Chapter 1 of Volume II, the analysis in the EIR of the AASP, MASP, and the facilities master plans is, by necessity, presented at a program level. Approval of the AASP, MASP, and related facilities master plans is the first step in providing guidance for future development and provision of municipal services in the project area, and allows the City to consider the cumulative and other secondary effects of fully implementing the project. Although not stated clearly in Chapter 4, the analyses in the various sections of Chapter 3 in the draft EIR evaluate the project in conjunction with other related projects and plans in the

region (see, for example, the discussion of planned improvements, beginning on page 3D-15, which describes other related transportation projects included in the project buildout as part of the City's general plan). Chapter 4 of the draft EIR has been modified to clarify this issue.

Response to Comment 2-9: See the response to Comment 2-8.



SAN LUIS OBISPO COUNTY
DEPARTMENT OF PLANNING AND BUILDING



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FORREST WERMUTH
CHIEF BUILDING OFFICIAL

May 6, 2002

Letter 3

To: Mike Draze and Glen Matteson, City of San Luis Obispo

From: Bill Robeson, County of San Luis Obispo

Subject: Comments and request for additional information pertaining to the Draft Airport Area Specific Plan referral for review by the ALUC.

The Public Hearing Draft of the Airport Area Specific Plan (draft AASP) is for the most part, compatible with present and future operations at the San Luis Obispo County Regional Airport (See Figure 1). Additional information and discussion would aide in the review of the project and ultimately a higher probability of a determination compatibility by the ALUC

A review of the draft Specific Plan reveals a number of inconsistencies with the current Airport Land Use Plan (ALUP) and with the amended ALUP under which any future revision of the draft AASP is expected to be evaluated. Because adoption of the 2002 Amendment to the Airport Land Use Plan appears imminent, these comments are organized to coincide generally with the structure of that document; quotations, when cited, are from the draft ALUP. The inconsistencies discussed under the sections titled "Policy G-2", "Policy G-3", and "Land Use Matrix", however, exist under the current ALUP as well as under the terms of the anticipated amendment.

As a rule, the inconsistencies between the referred draft AASP and the current ALUP and draft ALUP appear to be relatively small, entailing the addition of clarifying language, provision for emergency landing sites for aircraft in distress, and minor adjustments to some land use designation boundaries. Attention devoted to resolution of these inconsistencies and informal consultation with the Commission prior to re-submission of the Airport Area Specific Plan should be productive in achieving a future determination of consistency with the ALUP.

GENERAL AIRPORT LAND USE POLICIES

Policy G-2

General Airport Land Use Policy G-2 of the Airport Land Use Plan (ALUP) requires that a

Airport Area Specific Plan Public Hearing Draft
Suggestions for Achieving Consistency With the Airport Land Use Plan

Page 2

specific plan will be found to be inconsistent with the ALUP if "the proposed action would allow development designated as "Prohibited" by the Land Use Matrix of the Airport Land Use Plan". Table 4.3 of the proposed draft Airport Area Specific Plan (draft AASP) identifies a number of specific land uses within the Business Park, Service-Commercial, and Manufacturing land use categories which are prohibited by the ALUP Land Use Matrix, yet would be allowed, allowable by administrative use permit, or allowable by Planning Commission review. In its current form the draft AASP contains no specific indication as to whether these uses would be permitted or prohibited. In order to achieve consistency with the ALUP, a provision should be added to the draft AASP to indicate that no use which is designated as Prohibited by the Land Use Matrix (or by Table 4.3) would be allowed or allowable by any review or permitting process other than amendment of the Specific Plan itself.

3-2
cont.

In conjunction with this provision, a diagram illustrating the Airport Land Use Zones which apply to the area of the draft AASP and the relationship of these Zones to proposed land use designations would be a useful addition to the draft AASP (See Figure 2).

3-3

Policy G-3

General Airport Land Use Policy G-3 of the ALUP mandates that a specific plan be found to be inconsistent with the ALUP if "the proposed action would allow development(s) or land use(s) designated as "Conditionally Approvable " by the Land Use Matrix of the Airport Land Use Plan, unless the proposed use or development has been examined by the ALUC and the ALUC has rendered a written determination that:

The proposed "Conditionally Approvable " use(s) or development(s) would not violate any of the policies of the ALUP with respect to noise, safety, airspace protection, or overflight protections, and

Sufficient mitigation can be achieved to ensure that no use(s) or development(s) permitted under the terms of the proposed local action would present a hazard to or would interfere with operations at Airport or will negatively affect the safety, health, or quality of life of persons on the ground, and

3-4

The proposed local action contains adequate provisions to ensure that such mitigation will be incorporated into the design and construction of allowable developments and land uses, and

The proposed local action contains adequate provisions to ensure that the effectiveness of such mitigation will be objectively evaluated and verified by the referring agency prior to occupation or initiation of any "Conditionally Approvable " land uses. "

The ALUP further indicates that "Land uses designated as Conditionally Approvable are not compatible with current and projected airport operations unless and until specific actions are taken by the ALUC to render such uses compatible. The requirements that must be met in order for a Conditionally Approvable use to be rendered as "Compatible" are:

- a. the ALUC must examine the proposed use prior to approval; and
- b. conditions must be attached which will render the "Conditionally Compatible" use "Compatible"

The criteria that must be considered by the ALUC in determining the appropriate conditions with regard to "Conditionally Compatible" land uses are:

- a. the locations of the proposed use in relation to the airport;
- b. the density of population generated by the proposed use;
- c. the noise zone in which the use is situated; and
- d. the location in relationship to the flight paths.

In addition, the ALUC may also consider such other information as the ALUC shall consider relevant.

In the event that the ALUC determines that conditions cannot be formulated that will be adequate to render a proposed Conditionally Acceptable land use as compatible with present and future airport operations, such proposed Conditionally Acceptable land use will not be rendered consistent with the ALUP."

Table 4.3 of the proposed draft AASP identifies many potential land uses within the draft AASP area which are "Conditionally Approvable" under the ALUP Land Use Matrix, but which would be allowed, allowable by administrative use permit, or allowable by Planning Commission review. The draft AASP, however, does not indicate whether these uses would be permitted or prohibited, nor does it incorporate conditions specified by the Airport Land Use Commission to render the "Conditionally Approvable" uses compatible with current and future airport operations.

Consistency with the General Airport Land Use Policy G-3 could be attained by either:

- adding a provision to the draft AASP to indicate that no use which is designated as "Conditionally Approvable" by the Land Use Matrix (or by Table 4.3) would be allowed or allowable by any review or permitting process other than amendment of the Specific Plan itself, or
- working with the ALUC to ascertain what conditions and/or mitigation would need to be incorporated into the draft AASP in order to render the "Conditionally Compatible" use "Compatible"

3-4
cont.

Although this matter has not yet been addressed by the ALUC, it seems likely that the General Airport Land Use Criteria of the ALUP would represent a reasonable starting point for discussion.

A specific issue which would seem to be of particular importance is the question of the degree of acoustic insulation which will be required for office buildings ("Conditionally Approvable" in ALUP Zones 2, 3, and 4) and for research and development facilities ("Conditionally Approvable" in ALUP Zones 2 and 3) to ensure that these specific uses would not "present a hazard to or ... interfere with operations at Airport or will negatively affect the safety, health, or quality of life of persons on the ground". The draft AASP indicates that such uses will be required to provide a noise level reduction of "at least 30 decibels" or "more if needed to comply with the General Plan Noise Element". The cited General Plan Noise Element, in turn, requires that the level of acoustic insulation required must be sufficient to reduce interior noise levels to 45 dB Leq or less as determined for a typical worst-case hour during periods of use. The "worst-case" hour is expressly intended to reflect conditions after maximum build-out of the area under consideration and (presumably), in the case of aviation-related noise, to reflect conditions at maximum runway capacity. At the present time, however, no data, projections, or noise studies are known to the Airport Land Use Commission which would indicate exterior aviation-related noise levels that might be expected during a "typical worst-case hour" in the Airport Area. Without this basis, it does not seem possible to determine the level of sound attenuation needed to reduce interior noise levels to 45 dB Leq or less for a typical worst-case hour during periods of use.

The consequence of the above is that, with the information currently provided by the City, the Airport Land Use Commission would have considerable difficulty in arriving at a determination that:

"Sufficient mitigation can be achieved to ensure that no use(s) or development(s) permitted under the terms of the proposed local action would present a hazard to or would interfere with operations at Airport or will negatively affect the safety, health, or quality of life of persons on the ground

or that

"The proposed local action contains adequate provisions to ensure that such mitigation will be incorporated into the design and construction of allowable developments and land uses

or that

"The proposed local action contains adequate provisions to ensure that the effectiveness of such mitigation will be objectively evaluated and verified by

3-5

the referring agency prior to occupation or initiation of any "Conditionally Approvable land uses."

Any additional information that the City might provide to the Commission and incorporate into the draft AASP as to the methods which are intended to ensure adequate noise insulation for office buildings and for research and development facilities within the Airport Area would greatly facilitate the Commission's deliberations and our ability to arrive at a determination of consistency with the ALUP with regards to this proposal.

SPECIFIC AIRPORT LAND USE POLICIES

NOISE POLICIES

Polices N-1 and N-2

Policy N-1 of the ALUP specifies that a proposed specific area plan must be found to be inconsistent with the Airport Land Use Plan if it *"would permit or fail to sufficiently prohibit residential or other noise-sensitive development within the projected 60-dB CNEL contour"*. ALUP Policy N-2 requires the ALUP to reach a determination of inconsistency with regard to any specific plan which *"would permit or fail to sufficiently prohibit residential or other noise-sensitive development within the projected 55-dB CNEL contour, with the exception of developments which meet the criteria delineated for designation as infill"*. Since none of the land uses planned for the Airport Area meet the criteria for designation as infill, the same considerations apply with regard to noise-sensitive uses planned or allowed within the 60-dB CNEL contour and within the 55-dB CNEL contour.

The draft AASP would establish significant areas of Business Park, Manufacturing, Commercial - Service land use designations within the projected 55-dB and 60-dB CNEL contours, as well as a small area of Multi-Family Residential use. While the draft Specific Plan asserts that "urban uses are not proposed in areas where incompatible levels of noise can be expected" and while it is true most of the uses permitted in these designations are relatively insensitive to aviation noise impacts, a number of specific land uses which are defined as noise-sensitive by the ALUP would be allowed, allowable by administrative use permit, or allowable by Planning Commission review. These include:

- Caretaker's quarters
- Churches, synagogues, temples Child or elder day care Day care center
- Homeless shelters
- Organizations meeting rooms
- Public assembly facilities such as community meeting rooms, auditoriums, exhibition halls Schools or training facilities serving adults, and limited to trade or occupational fields or recreational activities such as diving or martial

3-5
cont.

3-6

arts.

Under the provisions of the draft AASP, several additional uses which are defined as noise-sensitive by the City's General Plan, and which are prohibited by that document, would be allowed or allowable within the 60-dB project CNEL contour:

- Hotels or motels
- Offices (contractors) all types of general and special building contractors' offices (does not include storage yards)
- Offices (engineering) engineers, architects, and industrial design
- Organizations offices

Although the area of multifamily residential units represents an existing land use and abandonment is not be required, the ALUP does provide that *"Existing land uses that are listed as "Prohibited" or "Conditionally Approvable" by the ALUP's Land Use Policies, Land Use Matrix, and/or Development Standards Chart and Notes will be considered "non-compliant" uses and will be allowed to remain, but shall not expand more than 10% beyond the permitted project size at the time of the adoption of this amendment. No increase in the number of residential units for existing residential development will be allowed. If a non-compliant use is either abandoned or substantially destroyed (as defined by Chapter 22.09 of the San Luis Obispo County Land Use Ordinance or by the City of San Luis Obispo Municipal Code/Zoning Regulation Chapters 17.10 and 17.14), the ALUC must review the specific situation and determine whether continuation of the use would be consistent or inconsistent with the ALUP. If an owner wishes to retain an abandoned or retained use, the planning agency or governing body must first determine that, in the particular case, the private benefit is more important than the public objectives of the ALUP and the ALUC must determine that such use is consistent with the ALUP."*

In order to achieve consistency with the ALUP, the draft AASP should be amended to prohibit, within the 55-dB CNEL contour, land uses which are defined as noise-sensitive by the ALUP and to reflect the provisions of the ALUP with respect to the existing area of multifamily residential use. It would seem that a diagram illustrating the projected airport noise contours which apply to the area of the draft AASP and the relationship of these contours to proposed land use designations would be a useful addition to the draft AASP (See Figure 3). Proscription of land uses defined as noise-sensitive by the City's General Plan is not required to accomplish consistency with the ALUP, but may be desirable to adhere to the General Plan.

SAFETY POLICIES

Policy S-1

Policy S-1 of the ALUP requires that any specific plan must be found to be inconsistent with

3-6
cont.

3-7

the ALUP if the plan *"would permit or lacks sufficient provisions to prohibit structures or other obstacles within the Runway Protection Zones..."*. The proposed draft Airport Area Plan would designate property within the Runway Protection Zone of runway 29 (the most heavily-utilized runway at the San Luis Obispo County Regional Airport) for development as Commercial-Service and as Business Park. The Specific Plan should be modified either to exclude the property area from the Commercial-Service and Business Park designations or an explicit statement that no structures or other obstacles will be permitted in those portions of the Commercial-Service and Business Park land use designations which lie within the Runway Protection Zones. A map or diagram showing the land area which is encompassed by the Runway Protection Zones should be included in the draft AASP (See Figure 4).

3-7
cont.

Policy S-2

ALUP Policy S-2 requires that a specific plan be determined to be inconsistent with the ALUP if the plan *"would create an undue public safety risk by permitting or by failing to adequately prohibit, in areas where overflight by aircraft is a significant safety hazard and the anticipated altitude of overflying aircraft is <500 feet, any new residential or other uses, which entails a maximum density of use greater than or equal to 40 persons/acre"*. Table 4.6 of the draft proposed Airport Area Specific Plan, however, would permit development at a density of 60 persons per acre in areas located within ALUP Zone 3 and unlimited density of development in portions of other ALUP Zones which are within 500 feet of the extended centerline of runway 29 and of the ILS instrument approach course. Conversely, the draft Specific Plan would limit land use density to 60 persons per acre in some portions of ALUP Zone 3 in which the ALUP would permit uses with up to 150 persons per acre (See Figure 5). To achieve consistency with the ALUP, the land use densities will need to be modified so that maximum densities specified by the ALUP are not exceeded. A map or diagram showing the land area where overflight by aircraft is a significant safety hazard and the anticipated altitude of overflying aircraft is <500 feet should be included in the draft AASP (See Figure 4).

3-8

Policy S-4

Policy S-4 states that a specific plan will be determined to be inconsistent with the ALUP if the proposed local action *"would create an undue public safety risk by permitting or by failing to adequately prohibit special land use functions - either impaired egress uses or unusually hazardous uses - in areas where overflight by aircraft is a significant safety hazard and the anticipated altitude of overflying aircraft is less than or equal to 1000 feet AGL"*. Under the terms of the draft AASP, the following special function uses would be allowed, allowable by administrative use permit, or allowable by Planning Commission review, in violation of this provision:

3-9

Impaired egress uses:

Child or elder day care

Day care center

Unusually hazardous uses:

Gas distributors - containerized

Utility company yards (if above-ground electric transmission lines or switching facilities are required)

Vehicle servicing or repair, including fueling (if above-ground storage of fuels is permitted)

Wholesale fuel dealers (if above-ground storage of fuels is permitted)

3-9
cont.

In order to obtain consistency with the ALUP, the draft AASP should be modified to prohibit the impaired egress uses listed above. With respect to the unusually hazardous uses, consistency could be achieved by prohibiting the uses or, alternatively, by including a design standard which would require all storage of flammable, explosive, or accelerate liquids and gasses and all electric transmission lines and switching equipment to be in secure underground locations.

Policy S-5 Policy S-5 requires that the ALUP determine the draft AASP to be inconsistent with the ALUP if it *"fails to include detailed provisions for the preservation of one or more unobstructable emergency aircraft landing sites of a size, character, and configuration which are acceptable to the ALUC"*. Although the draft Specific Plan shows a considerable area of open space, the topography of the area is problematic and it is unclear how much, if any, of this land would be suitable as an emergency landing site for aircraft in distress. In order to attain consistency with Policy S-5, the draft AASP will need to address this issue in detail.

3-10

OVERFLIGHT POLICIES

Policy O-1 Policy O-1 of the ALUP specifies that a proposed specific area plan must be found to be inconsistent with the Airport Land Use Plan if it lacks sufficient provisions to ensure that:

i. *avigation easements will be recorded for all properties within the scope of the proposed local action; and*

ii. *all owners, potential purchasers, occupants (whether as owners or renters), and potential occupants (whether as owners or renters) will*

3-11

receive full and accurate disclosure concerning the noise, safety, or overflight impacts associated with airport operations prior to entering any contractual obligation to purchase, lease, rent, or otherwise occupy any property or properties within the airport area."

3-11
cont.

The draft AASP, as currently written, does not appear to require the recording of aviation easements as a condition for development of properties in this area and requires no real estate disclosure to occupants of the area, other than prospective buyers. These omissions should be rectified in order to achieve consistency with the ALUP.

GENERAL AIRPORT LAND USE COMPATIBILITY CRITERIA

The General Airport Land Use Compatibility Criteria of the ALUP correspond closely to the noise, safety, airspace protection, and overflight policies of that document. Elimination of the above-noted inconsistencies between the draft AASP and the policies of the ALUP will also eliminate the inconsistencies which exist with the General Airport Land Use Compatibility Criteria.

3-12

THE LAND USE MATRIX

The inconsistencies between the draft proposed AASP and the Land Use Matrix of the ALUP are covered in the sections above which discuss General Airport Land Use Policies G-1 and G-2.

3-13

FIGURE 1: Proposed Land Uses

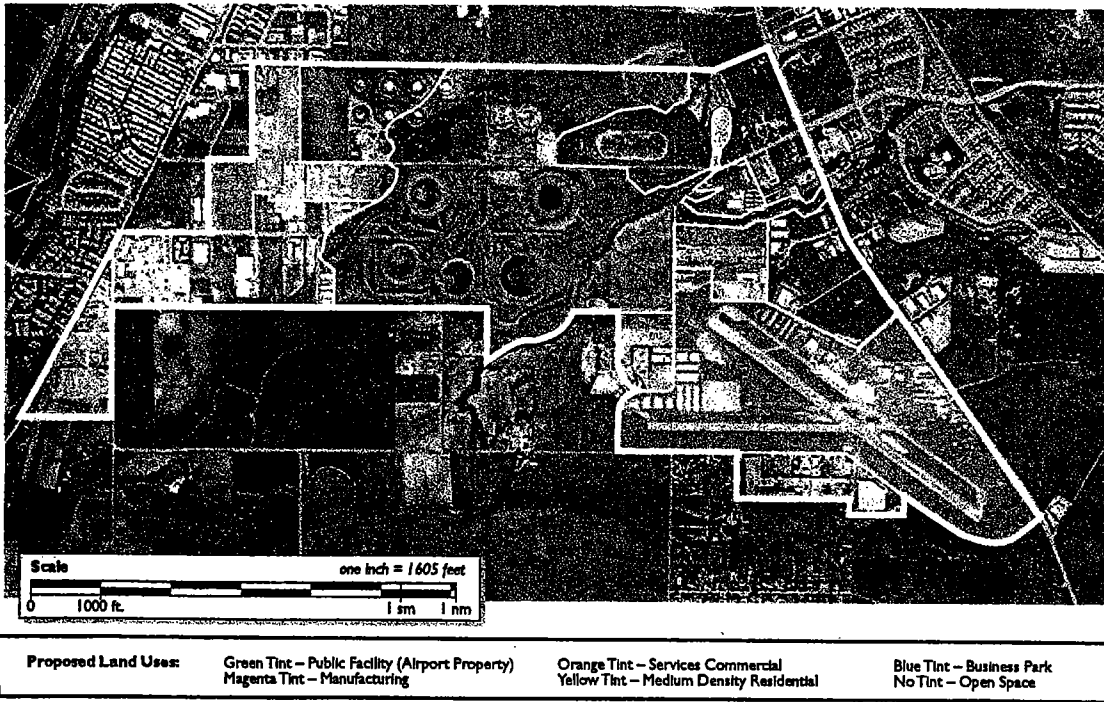
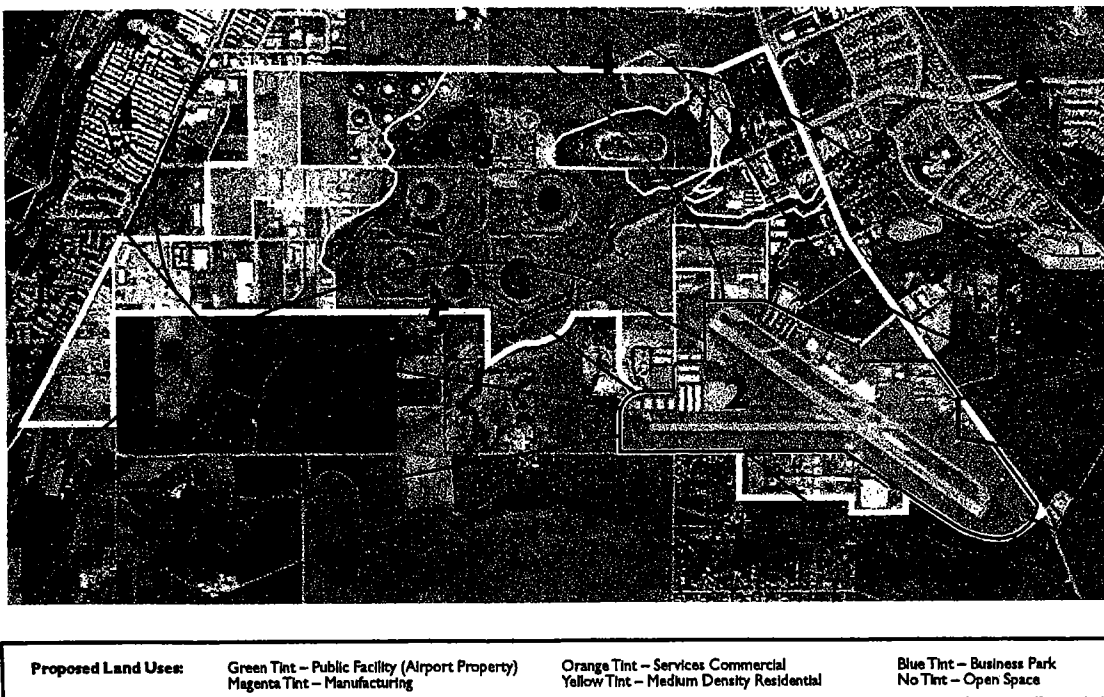


FIGURE 2: Relationship of Proposed Land Uses to Airport Land Use Planning Zones as Defined in the Airport Land Use Plan

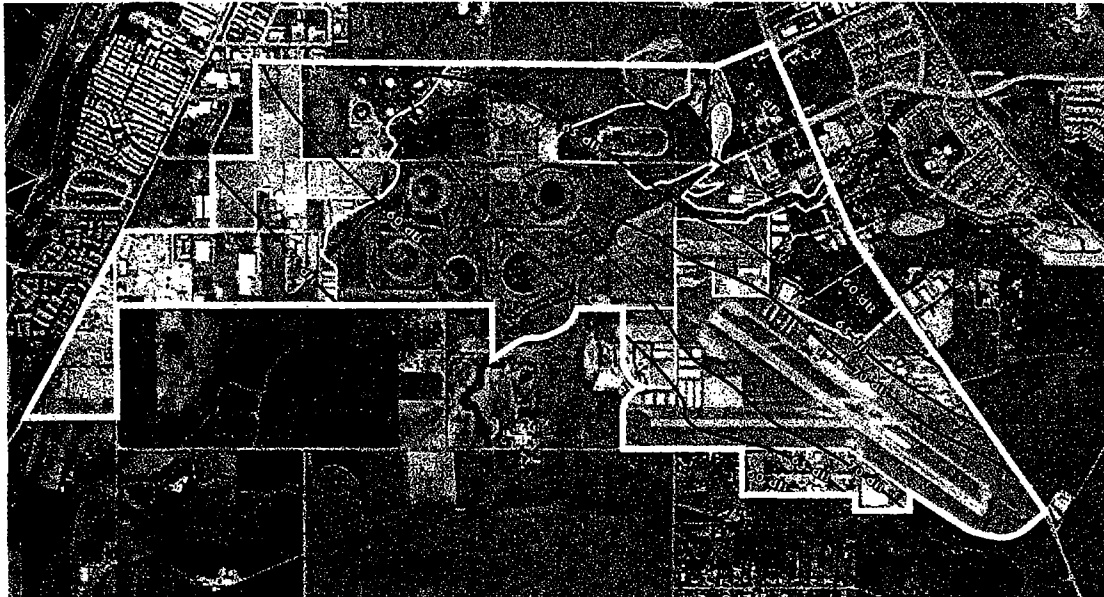


AIRPORT AREA SPECIFIC PLAN

Public Review Draft – January, 2002

FIGURE 3: ALUP Policies N-1 and N-2

Relationship of Proposed Land Uses to Areas of Significant Aviation Noise Impact – Noise Study of April, 2001 by Brown-Buntin Associates



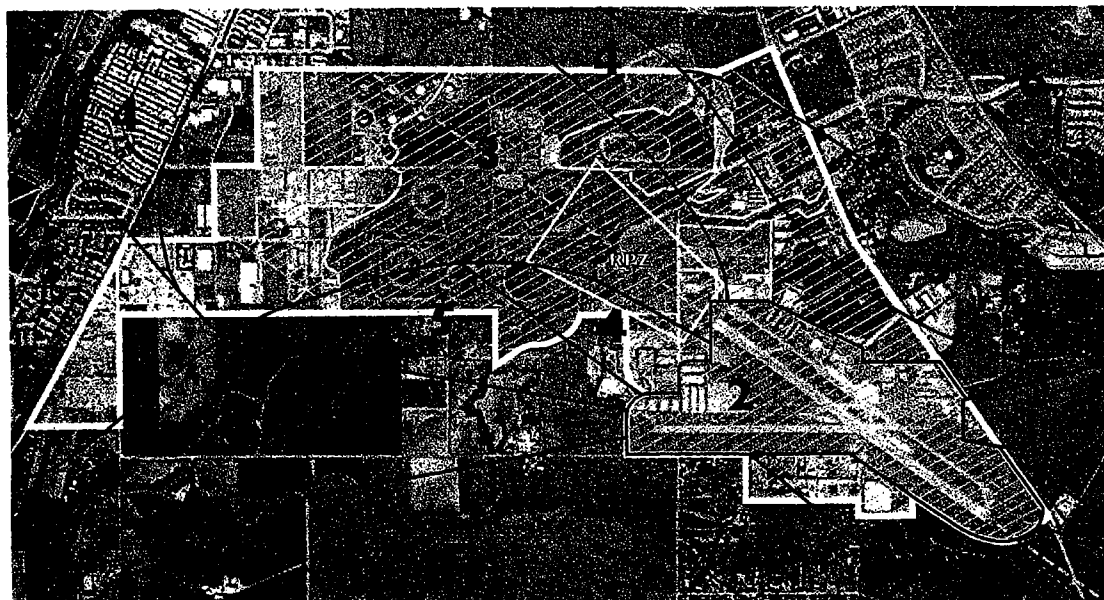
Proposed Land Uses:	Green Tint – Public Facility (Airport Property)	Orange Tint – Services Commercial	Blue Tint – Business Park
	Magenta Tint – Manufacturing	Yellow Tint – Medium Density Residential	No Tint – Open Space
Green lines represent Projected Airport Noise Contours – Noise Sensitive Uses (Other than Infill Uses) Are Not Permitted Within the 55 dB Contour			

AIRPORT AREA SPECIFIC PLAN

Public Review Draft – January, 2002

FIGURE 4: ALUP Policies S-1 and S-2:

Relationship of Proposed Land Uses to Runway Protection Zone and to Areas of Significant Aviation Safety Hazard Identified in the Airport Land Use Plan



Proposed Land Uses:	Green Tint – Public Facility (Airport Property)	Orange Tint – Services Commercial	Blue Tint – Business Park
	Magenta Tint – Manufacturing	Yellow Tint – Medium Density Residential	No Tint – Open Space
Shading Indicates Area of Significant Aircraft Safety Hazard Due to Frequent or Low-Visibility Operations at Altitudes ≤500 ft. AGL			

FIGURE 5: Inconsistencies with ALUP Safety Policy S-2

Areas in Which the Proposed Airport Area Specific Plan Would Exceed or Would Be Less Than Land Use Densities Permitted by the ALUP



■	Areas where allowable land use density (60 persons/acre) is greater than permitted by the ALUP (40 persons/acre)	■	Areas where allowable land use density (60 persons/acre) is less than permitted by the ALUP (150 persons/acre)
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Responses to Comments from San Luis Obispo County Department of Planning and Building, Bill Robeson

Response to Comment 3-1: This letter, dated May 6, 2002, from Bill Robeson, County of San Luis Obispo, is directed at the content of the AASP and its relationship to the ALUP. Since circulation of the draft EIR, the ALUP was adopted (in June 2002), after which the City has worked with the San Luis Obispo County ALUC to update the AASP to be consistent with the adopted 2002 ALUP.

This comment specifically addresses the relationship between the AASP and the ALUP and does not involve the draft EIR; therefore, this comment is noted and addressed in the AASP itself.

Response to Comment 3-2: This comment specifically addresses the relationship between the AASP and the ALUP and does not involve the draft EIR; therefore, this comment is noted and addressed in the AASP itself. Also, see the response to Comment 3-1.

Response to Comment 3-3: See the response to Comment 3-2.

Response to Comment 3-4: See the response to Comment 3-2.

Response to Comment 3-5: See the response to Comment 3-2.

Response to Comment 3-6: See the response to Comment 3-2.

Response to Comment 3-7: See the response to Comment 3-2.

Response to Comment 3-8: See the response to Comment 3-2.

Response to Comment 3-9: See the response to Comment 3-2.

Response to Comment 3-10: See the response to Comment 3-2.

Response to Comment 3-11: See the response to Comment 3-2.

Response to Comment 3-12: See the response to Comment 3-2.

Response to Comment 3-13: See the response to Comment 3-2.

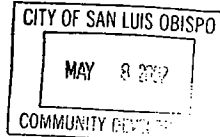


COUNTY OF SAN LUIS OBISPO
Department of General Services

COUNTY GOVERNMENT CENTER • SAN LUIS OBISPO, CALIFORNIA 93408 • (805) 781-5200
 DUANE P. LEIB, DIRECTOR

May 8, 2002

Mr. John Mandeville, Director
 Community Development Department
 City of San Luis Obispo
 990 Palm Street
 San Luis Obispo, CA 93401-3249



Letter 4

**AIRPORT AREA and MARGARITA AREA SPECIFIC PLANS
 DRAFT EIR COMMENTS**

Dear Mr. Mandeville:

The Department of General Services of the County of San Luis Obispo on behalf of the San Luis Obispo County Regional Airport is providing comments on the draft EIR for the Airport Area and Margarita Area Specific Plans hereafter referred to as the "Plans". Since the Plans and the associated EIR has such an impact on the future of the Airport, it was important for us to seek the most useful feedback to the City. We engaged the services of Environmental Science Associates (ESA) to provide peer review of the draft EIR for the Plans. Their comments, which we fully endorse, are attached.

In addition, we would offer comments that speak in general about the Plans. Our most overriding comment is the document is not current. It is not based on current facts available to the City and/or the preparer. The runway extension, relocation of Buckley Road and various Airport property acquisitions have taken place some time ago, certainly well in advance of the EIR preparation. In fact, the Airport Master Plan and EIR adopted and certified by the County Board of Supervisors on December 1, 1998 is not referenced.

It is also very disconcerting to us that the City has not specifically addressed annexation and/or operation of the Airport. Although the City has publicly stated they have no interest in operating the Airport, there is no evidence of a formal City Council action rejecting its operation and/or annexation. In a joint meeting of the County Board of Supervisors and the City Council in 1997, the Board summarily rejected annexation as well as rejecting the relinquishment of operational control of the Airport. This was a very strong action exceeding an expression of opposition to annexing the Airport itself. We clearly understand that adoption of the Specific Plan and Annexation are different things; however, we felt it important to stress the position of the County in any specific plan or annexation effort.

The area of greatest concern to us is the future of the Airport. What the EIR does not say is of substantial importance. It does not accurately portray the impacts that could potentially effect

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4-2

4-3

John Mandeville
 City of San Luis Obispo
 May 8, 2002

Page -2-

future Airport operation and development as a result of implementation of the Plans. The comments provided by ESA should provide enlightenment as to our concerns.

4-3
 cont.

The Department of General Services/Airports Division will have additional comments on the public review draft of the Airport Area Specific Plan and will be transmitting that information within the next several days.

The comments provided herein are intended to assist the City and to ensure the continued and future operation of the San Luis Obispo County Regional Airport. Should you have any questions regarding this transmittal, please do not hesitate to contact me.

Very truly yours,

KLAASJE NAIRNE, C.A.E.
 Airports Manager

Attachment

c-R. George Rosenberger, County Deputy Director of General Services
 Ellen Carroll, County Environmental Coordinator
 Warren Hoag, AICP, County Planning & Building Department
 Michael Draze, City Community Development Department

25 April 2002

Klaasje Nairne
Airport Manager
San Luis Obispo County Regional Airport
903-5 Airport Drive
San Luis Obispo, California 93401

RE: Airport Area and Margarita Area Specific Plans Draft EIR

Dear Klaasje:

As you have requested, ESA staff have reviewed the Airport Area and Margarita Area Specific Plans Draft EIR. The purpose of our peer review was to make sure that the interests of the San Luis Obispo County Regional Airport (SBP) are accurately portrayed and that impacts that could occur as a result of the implementation of the Specific Plans and that are related to SBP and its operations are accurately disclosed. In general, revisions need to be made to the Draft EIR to ensure that all impacts are identified, to ensure that the impact analysis is based on a consistent project description, and to be in compliance with provisions of the California Environmental Quality Act (CEQA).

To that end, this letter identifies numerous issues that need clarification and/or correction in the Draft EIR. As it is currently written, the Draft EIR may not meet the requirements of CEQA to provide full disclosure of all impacts associated with the proposed project. I have organized my comments into two general categories: (1) general / overall comments; and (2) specific comments. The general / overall comments are intended to provide global issues in the Draft EIR that warrant clarification and/or revision. The City of San Luis Obispo, as the lead agency, would determine how to provide this clarification and/or revision. The specific comments are organized by page number, figure number, or table number. Although these comments are meant to address specific issues, any clarification and/or revision made to the Draft EIR as a result of these specific comments may warrant revisions in other sections of the Draft EIR.

General / Overall Comments

The Draft EIR includes a proposed project and three alternatives. All four of these scenarios assume that both the Airport Area Specific Plan and the Margarita Area Specific Plan will be approved. Since there is no requirement that these two specific plans be reviewed and approved concurrently, it is reasonable to include additional alternatives where only one of the specific plans is approved. Thus, one alternative to be included should be only the approval of the Margarita Area Specific Plan (proposed project version) and another alternative should be only the approval of the Airport Area Specific Plan.

Similarly, no alternatives to the implementation of the Facility Master Plans are included in the Draft EIR. Given that some of the improvements occur outside of the Airport Area and Margarita Area, it is not reasonable to assume that the Facility Master Plans as presented in the Draft EIR represent the range of reasonable alternatives to the improvements to the water system, the wastewater system, or the storm drainage system. The EIR is required to identify a reasonable range of alternatives and compare the impacts of these alternatives with the proposed project.

25 April 2002
Klaasje Nairne
Page Two

The existing Draft EIR should be revised to include this reasonable range of alternatives to the Facility Master Plans.

The Airport Area Specific Plan is not accurate in its depiction of the boundaries of the San Luis Obispo County Regional Airport (SBP). In 2001, the County successfully extended Runway 11/29 to the south. To implement this project, the County acquired additional property to the south of SBP and Buckley Road was realigned. The proposed project (see Figure 2-3) shows the Buckley Road alignment prior to the completion of the runway extension project. Thus, the boundaries of the Airport Area Specific Plan bisect a portion of SBP leaving a portion of SBP outside the Airport Area. Although Alternatives 2 and 3 (see Figures 2-5 and 2-6) do not include most of SBP in the Airport Area, the additional area that the County acquired to implement the runway extension project is included in the Airport Area and has a proposed land use designation of "Open Space". As with the proposed project, changes in the boundaries of the Airport Area Specific Plan for Alternatives 2 and 3 are necessary.

The Project Description in Chapter 2 includes Facility Master Plans as part of the proposed project. Although it appears that it is the intent of the City to include these Facility Master Plans as part of the proposed project (as well as the alternatives), no environmental analysis is included in Chapter 3 of the Draft EIR that identifies impacts associated with the adoption and implementation of these Facility Master Plans. This is especially evident because some of the improvements associated with the Facility Master Plans are located outside the Airport Area and the Margarita Area, yet no mention is made of environmental impacts associated with the implementation of these proposed improvements. For example, the Water System Master Plan includes adding a 1.2 million-gallon water tank near General Hospital, yet no mention of any impacts associated with this water tank is included in the Draft EIR. Similarly, no mention is made of the impacts to creek habitats (for both plant and animal species) as a result of the construction of bridges, which is part of the Storm Drain Master Plan, within the Planning Areas. Therefore, in order for the Draft EIR to include the Facility Master Plans as part of the proposed project, the impacts associated with each element included in each Facility Master Plan needs to be included in the Draft EIR.

The correct name of the airport is the San Luis Obispo County Regional Airport. The airport also can be identified by its three-letter code: SBP.

Throughout Chapter 3 of the Draft EIR, impacts are discussed in the existing conditions section. This approach to presentation of the Draft EIR is misleading to the reader because it does not allow an accurate comparison of the impacts of the proposed project with the existing conditions. Some examples of this inappropriate approach include the following:

- Page 3A-11, paragraph 5
- Page 3A-12, paragraph 3
- Page 3H-14, paragraph 2
- Page 3H-15, paragraph 2

Throughout Chapter 3 of the Draft EIR, summary tables of impacts are provided. Within these tables, there is a column for impacts associated with the Facility Master Plans. The conclusions presented in these summary tables are not supported by any analysis in Chapter 3. These conclusory statements need to have evidence provided for the reader to understand why the conclusions were reached. The Draft EIR should be revised to provide such analysis.

The traffic section of the Draft EIR is particularly difficult to understand because of a disjointed and inconsistent presentation of information. Some of these difficulties are described below:

- There is no indication that the No-Project Alternative is described at the back of the chapter, as Alternative 4, and therefore, the absence of a description of project conditions compared to the no project conditions leaves the reader without the ability to judge the project's effects in the proper context.
- The discussion of planned roadway improvements is incomplete because some of the improvements included in the Circulation Element of the City's General Plan are included as part of the Specific Plans (i.e., as required improvements), but other General Plan improvements are not, and there is no explanation of why that is so.
- There are 13 study intersections identified in the Setting (Figure 3D-3, with existing p.m. peak-hour traffic volumes), but not all of them are presented later, and more confusing is that the intersections that are excluded are different for different analyses. Of note to the County, the Airport's main access road (Aero Drive) is shown as Intersection #7 on Figure 3D-3, is analyzed for existing LOS (see Table 3D-2), is excluded from the analysis of the proposed project condition (see Table 3D-9), and reappears in the analysis of the no-project alternative (see Table 3D-11).
- It would help the reader if the study intersections were numbered in tables to match the graphical presentation, and presented in the table in that numerical order.

The Draft EIR does not use a consistent baseline for establishing existing conditions. For example, the Air Quality section uses data for 1996-1998 (more recent data should be available for use in the Draft EIR) and the Traffic and Circulation section uses traffic counts from a variety of years. The Draft EIR needs to establish a baseline for existing conditions so that the impact analysis is internally consistent.

With respect to the "less than significant" impacts presented in the Draft EIR, the extent or amount of information provided within several different impact discussions is limited in its ability to reinforce the "less than significant" finding. For example, it is not clear whether the proposed project is consistent with Question #2 of the local air district's consistency analysis. Additionally, Impact N-2 and Impact PS-1 generally refer to City policies, provisions, or mitigation measures that reduce potentially significant impacts to a less-than-significant level without describing what these policies or mitigation measures truly are or how they address the impact.

The San Luis Obispo County Regional Airport Master Plan EA/EIR was not used as a reference in preparing this Draft EIR. This document provides a good overview of some of the existing

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cont.

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conditions in the Airport Area as well as a good overview of the impacts that would occur as a result of the implementation of the Airport Master Plan. Information regarding the operation of SBP for land use compatibility purposes, information on the natural resources in the vicinity of SBP, and information regarding traffic in the SBP vicinity would have been useful to the Draft EIR preparers.

Specific Comments

Page	Paragraph	Comment
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2-5

4

The Draft EIR acknowledges that the California Division of Aeronautics has recommended against locating an elementary school in the Margarita Area, which means that the SLCUSD cannot acquire the property. If this 10.1-acre site is not used for an elementary school, what would be the replacement land use(s)? Such a fundamental revision to the Margarita Area Specific Plan and the requisite environmental analysis should be completed and presented in the Draft EIR. By not identifying the revisions to the proposed land uses as part of the proposed project, meaningful and accurate environmental analysis cannot be accomplished.

Table 2-2

For the Margarita Area Specific Plan, this table shows a difference of 2.6 acres between the proposed project and scenario 1. In reviewing Figures 2-3 and 2-4, it is not evident where this difference of 2.6 acres exists. In addition, the text in the project description does not acknowledge this difference in acreage. In order to understand the difference between the proposed project and scenario 1, the Draft EIR should address the difference in acreage.

2-7

Bullets 2 and 3

The Draft EIR needs to identify the locations of these water system improvements. See also the General Comment regarding the identification of impacts associated with the implementation of the Facility Master Plans.

2-8

1 and 2

The third bullet in the first paragraph indicates that one of the features of the Storm Drainage Master Plan would be to "provide for environmental enhancement of stream corridors"; however, the third bullet in the second paragraph identifies the reconfiguration of three creeks as modified natural channels. No explanation is provided in the Draft EIR as to how the reconfiguration of these three creeks would be an environmental enhancement.

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cont.

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Page	Paragraph	Comment
2-8		The discussion of Road Improvements seems misplaced in the Project Description. This discussion is within the Facility Master Plans section of the Project Description and the discussion in this location in the document leads the reader to believe that a Road Improvement Master Plan is included as part of the proposed project. Is this the case or should this discussion of road improvements be relocated to a more appropriate section in the Project Description? As it is presented, the reader could be led to believe that the road improvements are independent of the Airport Area or Margarita Area Specific Plans.
2-9	Bullets 2 and 3	These two roadway improvements are not shown on Figure 2-11. In addition, these roadway improvements are not included on Table 3D-7 on page 3D-21 of the Draft EIR. Therefore, it is not clear if these roadway improvements are included as part of the proposed project.
Figure 3A-1		This figure is misleading because it includes the proposed land uses of the Airport Area Specific Plan and the Margarita Area Specific Plan on the City's General Plan Land Use Map. The proposed land uses are not appropriate to be included in the existing conditions section of the Draft EIR and it is not appropriate to label the graphic as the City of San Luis Obispo General Plan. What is depicted on this graphic is NOT the City's General Plan land use designations. Furthermore, it is not appropriate to include the ALUP zones on this map given the title of the graphic. The ALUP zones are not part of the City's General Plan and are set by the Airport Land Use Commission.
3A-9	1	In accordance with the Airport Land Use Plan (ALUP), land uses are either compatible or incompatible with the operation of the Airport and proposed local actions are either consistent or inconsistent with the ALUP. It is important to correctly characterize this difference because the land use analysis in the Draft EIR should use the terms that the ALUP uses in their decision-making process. In addition, the ALUP has additional goals that are not accurately characterized in this paragraph.
3A-9	2	Sentence 2 of this paragraph identifies a 620-hectare (1,520-acre) area that is not consistent with the Project Description in Chapter 2. What is this area and how does it relate to the Airport Area Specific Plan and/or the Margarita Area Specific Plan?

Page	Paragraph	Comment
3A-12	1	Sentence 2 of this paragraph identifies a 170-hectare (420-acre) Margarita Area that is not consistent with the Project Description in Chapter 2. What is this area and how does it relate to the Margarita Area Specific Plan?
3A-12	5	The last sentence of this paragraph gives the impression that Buckley Road is in the Margarita Area. This is not correct since Buckley Road is the southern boundary of the Airport Area.
3A-14	3	The conclusion that compliance with City plans and policies is beneficial is not supported by any environmental analysis. Why does the City believe that this would be a beneficial impact? Where in the Draft EIR does the City identify what would be a beneficial impact? In fact, some of the City's policies would not be implemented with the proposed project especially with regard to land use compatibility, habitat protection, and natural resources.
3A-14	6	How can the proposed project address a land use designation that is outside the planning area?
3A-16		Mitigation Measure LU-3.1 could result in major revisions to the Margarita Area Specific Plan. In accordance with CEQA Guidelines Section 15126.4(a)(1)(D), the Draft EIR needs to identify the residual impacts associated with the implementation of a mitigation measure. Given that the revisions could be major in order for the Margarita Area Specific Plan to be consistent with the proposed ALUP and could result in much different land uses than what is currently being proposed in the Margarita Area Specific Plan, major revisions to the environmental analysis contained in this Draft EIR may be needed.
3A-16		Impact LU-4 does not address land use compatibility issues with the operation of SBP. Given that the Margarita Area Specific Plan includes residential units, an elementary school, and other noise-sensitive land uses in close proximity to SBP, this issue deserves to be analyzed in the Draft EIR.
3A-17		Impact LU-5 discusses the impacts on prime agricultural lands within the Planning Areas. However, no mention of prime

Page	Paragraph	Comment
		agricultural lands is found within the existing conditions discussion of the Land Use section; therefore, it is not possible to determine the impacts of the proposed project on agricultural lands without some context. In addition to a discussion of existing agricultural lands, a map is necessary to determine the location of these agricultural lands. This will aid in understanding the types of land uses that are proposed for areas currently designated as prime agricultural lands.
3A-19		Impact LU-6 reaches the conclusion that the change in views within the Planning Areas as a result of the proposed project would be significant and unavoidable. The conversion of land from semi-rural landscape to an urban landscape does not mean that a substantial degradation of the visual character or quality of the area would occur. Additional analysis needs to be provided to substantiate the conclusion that this impact is significant and unavoidable. Although scenic roads are identified in the existing conditions discussion, no mention of how the proposed project would affect the scenic roads is provided.
3A-19		Impact LU-7 does not provide any discussion on the effects of increased lighting in the Planning Areas on the operation of SBP. Streetlights, athletic field lights, and other sources of light and glare could adversely affect aircraft operations. The potential for light and glare to occur as a result of the proposed project should be analyzed in the Draft EIR.
3A-21	2	This paragraph concludes that Alternative 1 is consistent with City plans and policies; however, the last paragraph on page 3A-20 indicates that removal of SBP from the Planning Area is inconsistent with City plans and policies. This contradiction needs to be rectified.
3A-23	6	Given that this alternative did not take into account the County's acquisition of land for the runway extension project at SBP, would the City be able to annex the areas south of Buckley Road and maintain a contiguous connection between the areas south of SBP and the Edna-Islay area without also annexing the Airport?

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cont.

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Page	Paragraph	Comment
3A-25		Since no maps were provided on where prime agricultural land exists, it is not possible to understand why this alternative would result in additional conversion of agricultural land to urban uses compared to the proposed project.
Table 3B-2 and Table 3B-3		Both of these tables use different design frequency criteria. If the design frequency criteria were consistent at 100 years, the capacity status on many of the channels and conveyance structures would be "deficient" instead of "good". What is the rationale behind the City decision to use the different design frequency criteria?
3B-6		Impact H-3 ignores the fact that there are deficiencies in the capacity status of channels and conveyance structures within the Planning Area (see Tables 3B-2 and 3B-3). The Storm Drainage Master Plan, as presented in Chapter 2, does not show any improvements to the channel for Orcutt Creek or for the Middle Fork of Tank Farm Creek (yet these channels are described as deficient in Table 3B-2). If no improvements for these creeks are included in the Storm Drainage Master Plan, then the statement that the proposed project addresses current system deficiencies is not correct. Similarly, no improvements to conveyance structures are included in the description of the Storm Drainage Master Plan in Chapter 2. Therefore, the statement that the proposed project addresses these current system deficiencies also is not correct.
		The Draft EIR also does not provide the reader with any information comparing the increase in runoff to the existing capacities of channels and conveyance structures or to the planned capacities of channels and conveyance structures. Without this information, it is not possible to conclude that the proposed project would have a less than significant impact to the storm drainage system in the Planning Areas.
		The Draft EIR states that no feasible mitigation is available for Impact H-4. Given that the impact is not fully described in the Draft EIR, it is not possible to reach the conclusion that no mitigation is available. In fact, there are a variety of mitigation measures available to reduce the severity of this impact. It is reasonable to assume that the linear distance of modifications to

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Page	Paragraph	Comment
		existing creeks could be reduced by modifying the amount of impervious surfaces in the Planning Areas. However, no exploration of this mitigation measure is included in the Draft EIR.
3B-6		Impact H-4 indicates that stormwater detention basins would be constructed as part of the proposed project. The Draft EIR needs to include a discussion of the appropriateness of new stormwater detention basins in close proximity to SBP. The County has an interest in maintaining the safety of aircraft operating at SBP and the development of stormwater detention basins causes great concern because such facilities can attract birds and land uses that attracts birds are considered to be a safety hazard near airports. In accordance with FAA policy and guidance, no new surface waters should be developed within 10,000 feet of the end of a runway. The stormwater detention basins included in the proposed project are within 10,000 feet of the ends of two runways at SBP. Therefore, the development of stormwater detention basins should be considered a significant impact and appropriate mitigation measures should be identified to reduce this impact to a less-than-significant level.
3C-4		The Draft EIR does not mention how the proposed project is consistent with City policies OS 1.1.2 and OS 3.1.1. Given the details of the proposed Storm Drainage Master Plan, the protection of creeks and natural resources associated with creeks is not achieved. The Draft EIR needs to discuss this inconsistency with City policies.
Figure 3C-1		As with other maps, this map is not up to date in that it does not reflect the runway extension project recently completed by the County at SBP. This map shows the Unnamed Tributary to the East Fork of San Luis Obispo Creek as an open channel and shows the old alignment of Buckley Road.
		Why is the mobile home park on the north side of Tank Farm Road considered to be "ruderal" habitat? Using the habitat types presented in the legend for this map, a more appropriate designation for the mobile home park would be "developed area".

Page	Paragraph	Comment
3C-14	1	It is not acceptable to rely on field surveys conducted more than four years ago to determine the existing conditions of the Planning Areas. Additional surveys to verify data would be appropriate to ensure that the habitats described for the Planning Areas are correct. It is only then that accurate and comprehensive analyses of the impacts of the proposed project can be determined.
Table 3C-4		The title of this table is misleading. This table does not show plant species with the potential to occur at SBP, but rather plant species with the potential to occur within the Airport Area and Margarita Area. For an accurate description of the plant species at SBP, reference can be made to the EA/EIR on the San Luis Obispo County Regional Airport Master Plan.
		This table should include a column indicating the likelihood of the occurrence of each of these plant species within the Planning Areas. Absent this information, the reader can only assume that all plant species listed in this table have habitat within the Planning Areas. However, this is not likely and the Draft EIR should identify those species that have proper habitat within the Planning Areas.
3C-14		One of the impacts to biological resources is the "temporary disturbance" of various plant species. What is meant by "temporary"? Will these plant species exist after the "temporary disturbance" within the Planning Areas?
3C-17	Bullet 3	Mitigation for loss of and temporary disturbance of plant species includes replacement plantings at an alternative mitigation site. Has this site been identified? Will one site accommodate all of the various plant species and habitats that will be affected by the proposed project? Will there be more than one site? What are the residual impacts associated with the implementation of this mitigation measure?
3C-17		Impact BIO-3 does not address the increased human use of open space areas that contain habitat for plant species, such as the serpentine bunchgrass. With the introduction of human population close to this habitat and with the habitat designated as open space, it is reasonable to assume that humans will use the

Page	Paragraph	Comment
		open space and could trample or negatively affect the serpentine bunchgrass habitat. This impact should be discussed in the Draft EIR.
3C-19		There is no indication of the amount of wetland acreage affected by the proposed project and no indication of the amount of replacement habitat that would be required to satisfy Mitigation Measure BIO-6.1. The County is concerned that any wetland mitigation be accomplished in an area that is more than 10,000 feet from the end of any runway at SBP. The creation of wetlands in the vicinity of airports could result in wildlife hazards associated with bird strikes. The mitigation measure needs to be revised to ensure that the creation of any replacement wetland would not adversely affect the operations at SBP.
3C-21	1	The title of Impact BIO-9 is not correct. This impact is the effects on Congdon's tarplant, not on the disturbance of agricultural fields. The Draft EIR should be revised to be internally consistent and to accurately identify the true nature of this impact.
3C-21		There is no evidence that Mitigation Measure BIO-9.1 would be successful. Without a map showing the locations of special-status plant species, it is not possible to understand the magnitude of this impact, and thus, it is not possible to understand the magnitude of the mitigation measure. How realistic is the implementation of a mitigation measure that is open-ended in its requirements for replacement habitat? How confident is the City that there is enough replacement habitat available to fully mitigate this impact? Without this information, it is not possible to conclude that this mitigation measure would reduce this impact to a less-than-significant level.
3C-22		Mitigation Measure BIO-9.2 is misplaced in the Draft EIR. This impact is associated with the "loss or temporary disturbance of agricultural fields" and does not discuss impacts to wildlife species. Therefore, the Draft EIR needs to be revised to disclose the impacts to non-listed special-status wildlife species.
3C-22		The statement that ruderal areas do not provide habitat for sensitive biological resources is not correct. Therefore, the

Page	Paragraph	Comment
		conclusion reached in the last paragraph on this page needs to be revised to more accurately portray the plant and animal species that use ruderal habitats and the significance of the impact to ruderal habitat needs to be modified, as appropriate.
3C-23		Impact BIO-11 ignores the fact that humans will use the open space in the Margarita Area and that the introduction of more than 3,000 new residents to the area will result in increased use of designated open space. This, in turn, could affect the populations of rayless ragwort and San Luis Obispo mariposa lily by humans trampling or otherwise affecting the plant species. The Draft EIR should be revised to discuss this impact to these special-status plant species.
3C-24	1	The Draft EIR does not mention the mitigation measures implemented by the County as part of the Section 404 permit obtained by the County from the U.S. Army Corps of Engineers. These mitigation measures are associated with the habitat of the California red-legged frog. The City should review the mitigation program implemented by the County and be consistent with the mitigation program.
3D-1		The statement (at the bottom of the page) that refers to road improvements "required" under the General Plan and the Specific Plans would more accurately describe the improvements as "planned" as part of the General Plan, and "required" as part of the Specific Plans. On page 3D-15, roadway improvements in the Circulation Element of the General Plan are described as "Planned Improvements", not "Required Improvements", and are described as being subject to specific development projects and availability of funding. The Specific Plans are a furtherance of the planning process, which will set the framework for specific development projects, with required funding of improvements by sponsors of those specific development projects.
3D-2	Bullet 4	Why doesn't the Draft EIR include an assessment of the impacts associated with increased demand for transit service under the proposed project?
3D-6	3	This paragraph describes sources of existing traffic volumes, but does not describe how each of the sources' data was used in the

Page	Paragraph	Comment
		EIR analysis. For example, only later in the section is the reader told that the existing p.m. peak-hour intersection levels of service (LOS) are determined on the basis of counts conducted in April 2001, and that the existing freeway/roadway segment LOS are determined on the basis of daily volumes collected as part of the 1996/97 count program for the San Luis Obispo Model Update. There is no later reference to the 1996 traffic counts for the 40 Prado Road Traffic Impact Study, or to the traffic counts conducted for the 1997 Devaul Ranch Traffic Impact Study. Also, traffic volumes collected in 1996-97 (and depicted on Figure 3D-2) are outdated; current volumes are needed for the analysis.
		This paragraph also suggests that the existing traffic volumes were collected from four different sources over the course of five years. How were the traffic volumes "normalized" to account for the use of the different sources of information? How were the traffic counts from more than two years ago updated to account for background increases in traffic that have occurred since the counts were conducted?
Figure 3D-1		Given that this figure is supposed to show the existing roadway system (see reference on page 3D-5), this figure is misleading in that it shows both existing and proposed conditions.
Figure 3D-2		What is the rationale for not including the intersections of South Higuera Street / Margarita Avenue and South Higuera Street / Vachell Lane in the traffic analysis?
Figure 3D-3		What is the rationale for not including the AM peak hour in the traffic analysis?
Table 3D-2		There are 13 study intersections depicted on Figures 3D-3 and 3D-4, but existing LOS are presented for only 10 intersections in Table 3D-2. Why are study intersections 10, 11 and 12 missing from this table?
		The worst movement LOS and delay is not presented for study intersection 8 (Buckley Road / Santa Fe Road).

Page	Paragraph	Comment
		Why doesn't this table include information on the South Higuera Street / Los Osos Valley Road, U.S. 101 / Prado Road / Elks Lane, and U.S. 101 northbound ramps / Los Osos Valley Road intersections? These intersections are included in Figure 3D-3 so the information is available to provide the level of service at each of these intersections.
		For the Broad Street / Buckley Road intersection, the worst movement delay per vehicle should be (F EBL) since there is no westbound left turn traffic at this intersection.
	3D-8,9	The EIR should present the daily traffic volume thresholds to which it refers when describing the levels of service for freeways and other roadway segments.
	Figure 3D-4	For intersection 3 (Tank Farm Road / Santa Fe Road), the configuration as shown is not correct. Santa Fe Road does not exist north of Tank Farm Road; therefore, no southbound traffic on Santa Fe Road can occur.
		Intersection 6 (South Higuera Street / Suburban Road) in this figure is different from intersection 6 in Figure 3D-3. Is it the intent of the Draft EIR preparers to also include this intersection in the analysis?
		For intersection 12 (U.S. 101 southbound ramps / Los Osos Valley Road), the configuration as shown is not correct. There is no northbound traffic on the U.S. 101 southbound ramps.
		For intersection 13 (Broad Street / Buckley Road), this intersection has been improved as part of the runway extension project implemented by the County last year. An updated configuration should have been provided in the Draft EIR.
	Table 3D-5	This table does not add up to 100%. Where do the other 15% of San Luis Obispo residents work?
	Figure 3D-5	A transit route to SBP has been in existence since 1999. Therefore, this map, as presented, is incorrect. In fact, the map contradicts the first sentence of paragraph 2 on page 3D-12.

Page	Paragraph	Comment	
3D-13	2	On page 3D-1, the text indicates that CCAT provides two routes in the study area. This paragraph indicates that there are three routes. Which section is correct?	4-73
Figure 3D-6		This figure should not include both existing and proposed bicycle routes on the same map without providing some differentiation between existing and proposed bicycle routes. Without such differentiation, the figure does not assist the reader in understanding the potential changes that could occur as a result of the proposed project.	4-74
Figure 3D-8		According to this figure, improvements to the U.S. 101 / Prado Road interchange are part of the proposed project. How can these improvements be part of the proposed project if the improvements are outside the Planning Areas? In addition, the project description in Chapter 2 does not include this interchange improvement project. The Draft EIR needs to have a clearly defined project description that is used throughout the document.	4-75
		The proposed extension of Buckley Road to South Higuera Street is outside the Planning Areas. How can these improvements be part of the proposed project if the improvements are outside the Planning Areas? In addition, the project description in Chapter 2 does not include this roadway extension project. The Draft EIR should have a clearly defined project description that is used throughout the document.	4-76
		This figure shows two collector streets being extended north of the new Prado Road. However, the project description in Chapter 2 does not include these roadways as part of the proposed project. The Draft EIR should have a clearly defined project description that is used throughout the document.	4-77
3D-19	1	What relevance do the transportation improvements proposed in previous planning documents have to the proposed project? Is it the intent of this Draft EIR to include these transportation improvements as part of the proposed project? Are these transportation improvements necessary to accommodate traffic generated by development within the Planning Areas? If these transportation improvements are part of the proposed project, the	4-78

Page	Paragraph	Comment	
		project description in Chapter 2 should be revised and the Draft EIR needs to analyze the impacts associated with these improvements.	4-78 cont.
Table 3D-7		This table provides some improvements to the no-project network that are not listed for the project network. Is this correct? Would some improvements listed for the no-project network NOT be constructed under project conditions? For example, would South Higuera Street be widened from 2 to 4 lanes from Tank Farm Road to the city limits under the project network? It is listed only under the no-project network, so the assumption is that this improvement would not occur under the project network. Therefore, the bases for the roadway network assumptions (and the differences for the No-Project and Project scenarios) should be more fully described. For example, all but one of the extensions, widenings, etc., in this table are identified as planned improvements in Circulation Element of the City of San Luis Obispo General Plan; the exception being the new diagonal collector street connecting Tank Farm Road to the Prado Road extension, under the Project scenario. However, there is no explanation why some of the improvements are assumed for the No-Project scenario only, some are assumed for the proposed project only, and some are assumed for both scenarios. Theoretically an improvement might not be built unless the project (i.e., the Specific Plans) were approved, but it is unclear how an improvement assumed to occur under the No-Project scenario is assumed to not occur under the proposed project.	4-79
		Also, for the sake of clarity, the Prado Road extension east to Broad Street (third in the list of No-Project Network Assumptions) need to be described more fully so the reader can understand how it differs from the Prado Road extension assumed for the Project scenario.	4-80
		It is unclear to what the text refers when it states that "[s]ome planned roadway widenings, extensions and new collector streets are also considered mitigation measures for the Airport and Margarita Specific Plan areas." Is it referring to the network assumptions that are listed in Table 3D-7 for the proposed project, but not for the No-Project scenario? As stated above, each of those improvements (except the new collector street) are	4-81

Page	Paragraph	Comment
		included in the City General Plan, and the EIR does not explain why those proposed-project-only improvements are not assumed for the No-Project scenario, too.
Table 3D-8		The projected traffic levels for analysis scenarios needs to include the No-Project scenario in order to judge differences under the Specific Plans' higher levels of development than included in the City's General Plan. The network assumptions under the project alternatives need to be described. It is only later in the chapter that network assumptions under alternatives to the proposed project are described, and readers are left with seeing traffic volumes for the project alternatives in this table without knowing enough about those alternatives to put the volumes in context. Without those parallel descriptions, one is left to wonder to what Los Osos Valley Road Extension does this table refer under Project Alternative 3? Also, what does "N/A" signify for the segment of Broad Street north of Prado Road under Project Alternative 2?
3D-22		The traffic analysis presented in the Draft EIR does not provide any information on the number of trips expected to be generated as a result of the proposed project. In addition, the Draft EIR does not assign these new trips to the existing roadway network. Therefore, the reader does not have the ability to understand how many trips are being generated nor which roadways those trips are expected to use. It is not possible to arrive at these conclusions by comparing Table 3D-8 with Figure 3D-2 because the traffic volumes are not presented for the same roadway segments. For example, Figure 3D-2 provides traffic volumes on Buckley Road in one location approximately midway between Santa Fe Road and Vachell Lane. However, the traffic volumes provided on Table 3D-8 for Buckley Road are for two locations (east of South Higuera Street and west of Broad Street). Without consistency in where the traffic volumes are being reported, no real conclusions regarding the impact of the proposed project is possible.
		In addition, the number of vehicle trips generated will be crucial to determining the pollutant emissions in the Air Quality section of the Draft EIR. See also comments on page 3E-14.

Page	Paragraph	Comment
Table 3D-9		This table provides information on 14 different intersections (compared to the thirteen intersections identified in the existing conditions discussion of this section). The Draft EIR should identify the study intersections and keep these intersections consistent throughout the traffic analysis. This is confusing to the reader in trying to understand the impacts of the proposed project.
3D-24	Bullets 1 and 5	These bulleted items are not included as part of the assumed network for the proposed project (Table 3D-7, page 3D-21). Specifically, the Tank Farm Road improvement is listed as part of the No-Project Network, but not the Project Network, and the widening of Broad Street is not listed as part of either assumed network.
3D-26	1	As written, the first sentence could be interpreted to mean that development projects at SBP should contribute money to pay for improvements to the roadway network. This sentence needs to be rewritten to make it clear that it is development within the Airport Area Specific Plan that should make these contributions.
3D-26		The approach to the traffic analysis needs to be substantially revised. The impacts as a result of the proposed project need to be discussed and mitigation measures need to be identified to reduce the significance of these impacts. The improvements listed here may reduce the impacts to less-than-significant levels, but since these improvements are not part of the proposed project description and included in Chapter 2, the analysis does not get to include these improvements as if they are part of the proposed project.
3D-26	Bullet 9	In accordance with Figure 3D-4, this improvement already exists. Which is correct?
Table 3D-9		As is the case for Table 3D-8 (comment above), the levels for service need to include the No-Project scenario in order to judge differences under the Specific Plans' higher levels of development than included in the City's General Plan. And as is the case for Table 3D-2 (p. 3D-8), there are intersections missing from this table that were identified as study intersections earlier in the section. Why are study intersections 7, 8 and 10 missing

from this table (particularly #7 – Aero Drive / Broad Street, which is the access to the Airport and is included as study intersection in the No-Project Alternative scenario)?

Clarification is needed as to what the conditions in Table 3D-9 represent. It is assumed that these are conditions when projected traffic levels are placed on the assumed roadway network. However, the text that follows Table 3D-9 shows that this is not the case, and that instead, the levels of service are conditions after added improvements are made at the intersections (called “mitigated LOS” on Figures 3D-9, and in Table 3D-10).

Technically, mitigation should not be prescribed without first identifying a significant impact. The EIR should present LOS conditions without the added intersection improvements. Also, the service levels in Table 3D-10 are the same as those in Table 3D-9 for the proposed project. What purpose does Table 3D-10 serve?

3D-27 The Draft EIR should include a diagram for each intersection where improvements are necessary to reduce the significance of an impact. These two diagrams are useful in understanding how an intersection would be improved and should be provided for each applicable intersection.

3D-27 Lower diagram The text on page 3D-26 and the text in this diagram are contradictory. Nor is the text in the diagram consistent with the improvements shown in the diagram. What are the improvements that are necessary at this intersection? Also, the improvements are not consistent with the diagram of this intersection provided in Figure 3D-4.

3D-27 It is unclear whether the discussion about the Buckley Road / Broad Street intersection was prepared in relation to the improvements made to that intersection as part of the County’s project to extend the runway at SBP.

Table 3D-10 The Tank Farm Road / Santa Fe Road intersection is listed as a future intersection. In fact, those two roadways already intersect and this intersection was included in Figure 3D-3.

3D-29 Bullet 3 Santa Fe Road already intersects with Tank Farm Road so an extension north to Tank Farm Road should not be shown as a roadway improvement.

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Page	Paragraph	Comment	
3D-30	3	The discussion of potential transit-related impacts refers to a requirement of development projects with the Specific Plan areas to contribute toward the Airport Area Specific Plan’s transit plan. Although it is not clearly stated as such (either in this section or in Chapter 2 (Project Description)). Otherwise, the requirement would need to be put forth as a mitigation measure to reduce the project impact from significant to less than significant.	4-98
3D-30	4	Why is the ONLY traffic and transportation impact identified for the proposed project the secondary impact associated with roadway improvements?	4-99
		How can there be mitigation measures for the no-project alternative?	4-100
3D-34		The reader would have a better understanding of the analysis if the discussion of impacts under the No-Project Alternative were presented earlier in the chapter (ideally before, or just after, the discussion of the Proposed Project).	4-101
3D-34		The No-Project Alternative is described as assuming that development would proceed as allowed under the City’s General Plan, but the roadway network is not similarly assumed to change as specified in the General Plan’s Circulation Element. The reference to “planned improvements described above”, in the sentence that starts at the bottom of page 3D-34 and end at the top of page 3D-35, is not specific enough because the reader has no way of knowing where “above” is. It is assumed the author means to refer to Table 3D-7 on page 3D-21. Assuming that assumption is correct, there needs to be a discussion of why some of the roadway improvements included in the General Plan are assumed for the No-Project Alternative, while others are not.	4-102
Table 3D-11		As is the case for Tables 3D-2 (p. 3D-8) and 3D-9 (p. 3D-25), there are intersections missing from this table that were identified as study intersections earlier in the section. Why are study intersections 3, 6, 8 and 10 missing from this table, and why is intersection 7 (Aero Drive / Broad Street, which is the access to the Airport) included under this scenario, but was not analyzed under the proposed project? Also, on page 3D-37, it is	4-103

Page	Paragraph	Comment
		stated that the Buckley Road/ Broad Street intersection is currently being signalized (i.e., independent of the Specific Plans); why wasn't it analyzed as if it were signalized?
3D-36		One must assume that the statement at the top of the page (just before to discussion of mitigation measures) that "transportation improvements that would be required by the Specific Plans would not apply in the No-Project Alternative" means that improvements included in the City's General Plan will not happen without the existence of Specific Plans. Is that an accurate statement? It is unclear why intersection improvements are presented here as mitigation measures, but as requirements of the Specific Plans earlier in the chapter. For example, Mitigation Measure T-3.1 (Prado Road / South Higuera Street) has the same elements as does the improvement described on page 3D-26 as being required for the proposed project, and in both instances, the funding source is a fair share contribution from developers.
3D-37		Why is intersection #7 (Aero Drive / Broad Street) analyzed for the No-Project Alternative, with associated mitigation to signalize the intersection, but is not included in the analysis of the proposed project (with its higher projected traffic levels)?
3D-39		Similar to the Buckley Road / Broad Street intersection, it is stated here that South Higuera Street (from Tank Farm to Los Osos Valley Road) has already been widened to a four-lane arterial (i.e., independent of the Specific Plans); why wasn't it analyzed as such?
3E-14		The Draft EIR does not provide the reader with the necessary information to support the conclusions regarding air quality impacts. It is interesting to see that long-term emissions are provided for Alternatives 1, 2, and 3, but no similar information is provided for the proposed project. How can a comparison between the alternatives be conducted when basic information regarding the proposed project is not provided? A table identifying the long-term emissions for the proposed project should be provided in the Draft EIR. However, the tables showing long-term emissions for Alternatives 1, 2, and 3 are

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Page	Paragraph	Comment
		misleading and not useful for determining impacts. As stated in Table 3E-1, the ambient air quality standards are based on 1, 8, or 24 hour emissions. The information provided in Tables 3E-4, 3E-5, and 3E-6 provides emissions information based on tons per year. This metric does not provide the reader with the information necessary to conclude whether the alternatives would violate any of the air quality standards. In addition, the pollutants listed in Tables 3E-4, 3E-5, and 3E-6 are different from the pollutants identified in Table 3E-1. Again, this does not improve the effort to determine impacts. Finally, there is no information regarding the parameters used in determining emissions (e.g., number vehicle trips, length of trip, number of persons per vehicle, etc.). Without this basic information, it is unclear how the emissions estimates were conducted. Finally, it is not clear whether Tables 3E-4, 3E-5, and 3E-6 include mobile sources, stationary sources, or both sources in the emissions estimates. Any mobile source emissions estimates should be consistent with the vehicle trips generated by the proposed project and its alternatives.
3F-1		It is unclear whether the noise analysis was prepared using guidance from the handbook prepared by the California Department of Transportation, Division of Aeronautics.
3F-1		Why is there no mention of the existing ALUP or the proposed ALUP Amendments in the Regulatory Setting for Noise?
3F-4	2	The Airport is not a primary source of noise. Rather, aircraft operating in and out of SBP would be considered a primary source of noise in the Planning Areas. It is similar to roadway in that without vehicle traffic, the roadway itself does not produce noise. The characterization that the Airport itself is a primary source of noise is not correct and the Draft EIR should be revised.
Table 3F-2		If this table shows noise modeling (as implied by the title of the table), then it should be possible to determine the noise level for both Los Osos Valley Road and Santa Fe Road. If, on the other hand, this table shows noise measurements, then the title of the table needs to be revised.

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Page	Paragraph	Comment	
3F-5	1	The reference in the last paragraph should be the County of San Luis Obispo, not the City of San Luis Obispo.	4-112
3F-11		Impacts N-1 and N-2 both indicate that substantial increases in noise would occur as a result of the proposed project but that the City Noise Element requires implementation of noise mitigation measures. What are these mitigation measures? Why does the City conclude that these mitigation measures are actually implementable? The Draft EIR does not supply any evidence to support the conclusion that these measures would reduce the impact to a less-than-significant level.	4-113
3F-11		Impact N-3 ignores the fact that the Airport Land Use Commission found the Margarita Area Specific Plan to not be consistent with the Airport Land Use Plan due to noise impacts to proposed residential development. The conclusion in the Draft EIR is based on whether the residential land uses would be within the 65 dB CNEL noise contour; however, Table 3F-1 of the Draft EIR indicates that the maximum allowable noise exposure for residential uses is 60 dB CNEL.	4-114
		In addition, the Draft EIR does not include any discussion regarding other noise-sensitive land uses. In accordance with the noise contours shown in Figure 3F-1, there would be open space within the 65 dB CNEL noise contour. Table 3F-1 indicates that neighborhood parks should have a maximum allowable noise exposure of 65 dB. Given these criteria, the placement of open space within the 65 dB CNEL noise contour would be considered a significant impact. However, no mention of this impact was included in the Draft EIR.	4-115
3H-3	3	Since the Margarita Area Specific Plan has not been adopted, it is not appropriate to include the policies contained in the proposed Margarita Area Specific Plan as being applicable in terms of the regulatory setting.	4-116
3H-14	1	Although the County (Fire) Station is on Airport property, it is NOT located on the runway at SBP. The Draft EIR should be revised to correct this statement.	4-117
Table 3H-2		Fire Station 21 is within the Airport Area Specific Plan area and should be included in this table.	4-118

Page	Paragraph	Comment	
3H-19		Impact PS-3 does not provide any evidence that the existing deficiencies of the creek segments (in terms of the ability to accommodate existing flows) would not be exacerbated by the proposed project. It may be appropriate to rely on a Storm Drain Master Plan, but without evidence that the Storm Drain Master Plan will increase the capacity of the existing creeks, the Draft EIR is deficient in the analysis presented.	4-119
3H-21	3	This paragraph indicates that the Airport is not part of the proposed project (i.e., not within the boundaries of the Airport Area Specific Plan). This is counter to the description presented in Chapter 2 of the Draft EIR. Is the Airport included in the proposed project, or not? The Draft EIR needs to have a project description that is consistent throughout the document.	4-120
3H-21		This section on public services and utilities does not acknowledge that the California Division of Aeronautics has recommended against locating an elementary school in the Margarita Area. This recommendation means that the SLCUSD cannot acquire the property and no elementary school could be constructed. Without this elementary school, could the SLCUSD adequately accommodate the projected number of elementary school students from the Margarita Area without overcrowding other elementary schools in the SLCUSD? This impact needs to be analyzed and included in the EIR.	4-121
3H-22		Impact PS-9 provides an estimate of the number of students (i.e., school-age children) that would be expected to reside in the units developed within the Airport Area and Margarita Area Specific Plans. However, there is no analysis regarding the ability of the SLCUSD to accommodate these students. The current enrollment of Laguna Middle School is almost at design capacity and the current enrollment of San Luis Obispo High School is over the design capacity. The addition of students to these schools would result in overcrowding (in the case of Laguna Middle School) or would exacerbate existing overcrowding (in the case of San Luis Obispo High School). The Draft EIR needs to acknowledge this impact and, based on the significance criteria, determine whether this impact is significant.	4-122

<u>Page</u>	<u>Paragraph</u>	<u>Comment</u>
31-3	2	No description of federal agency involvement is provided in Chapter 2 of the Draft EIR. Therefore, it is assumed that no federal undertaking would occur as part of the proposed project. If this assumption is correct, why is there a discussion of the Section 106 process in the Draft EIR. This process applies only to those projects that are considered to be federal undertakings. Either the Draft EIR has not disclosed a federal agency involvement as part of the proposed project or this section is erroneously included in the document.
4-1		The cumulative impact analysis is not sufficient in describing the cumulative impacts associated with the implementation of the proposed project and other proposed and planned actions in the vicinity of the Planning Areas (see CEQA Guidelines section 15130). This section outlines the requirements for the analysis and the approach to the analysis, but does not actually provide the reader with any analysis. The assumption that the General Plan EIR covered the cumulative impacts for this Draft EIR is not valid. Since the City's Land Use Element is more than five years old, for the assumption stated in the Draft EIR to be true, no development could have occurred or could be proposed that was not included in the General Plan EIR. This includes development in both the City and the County. Given that the General Plan did not contemplate the Master Plan Update at the Airport, proposed development at the Airport would have to be considered a project to be included in the cumulative impact analysis. It is recommended that the Draft EIR include the development outlined in the San Luis Obispo County Regional Airport Master Plan as part of the cumulative impact analysis as well as other planned and proposed development in the vicinity of the Planning Areas.
5-4		Starting on this page, the descriptions of the alternatives need to be updated to be consistent with the revised descriptions in Section 2 (see earlier comments on the descriptions of the alternatives).
7-1		The list of preparers should accurately reflect the roles and responsibilities of the persons listed here. Mr. Ray Weiss was not the project manager for the submittal of the Draft EIR. Additionally, this section should list all staff that prepared technical sections of the Draft EIR (i.e., air quality, noise, etc.).

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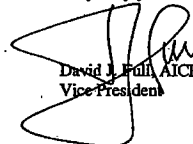
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Although it may not appear that all of the comments provided in this letter are directly related to the Airport, it is important to the County that the City's EIR on the Airport Area and Margarita Area Specific Plans accurately describe both the existing conditions and the impacts associated with the implementation and subsequent development that could occur under these specific plans. As you are aware, any future environmental documentation conducted by the County for discretionary projects at SBP would follow the completion of this EIR. Therefore, it is in the County's interest to be certain that the City's EIR is complete and accurate in its disclosure of impacts associated with the specific plans. In addition, it is in the County's interest that the City's EIR be in full compliance with the provisions of CEQA. Thus, the comments provided in this letter are intended to assist the County in ensuring that any future projects initiated by the County can use the City's EIR as a good source of information for an accurate representation of the anticipated impacts of the specific plans.

If you have any questions regarding these comments, please contact me.

Very truly yours,



David J. Full AICP
Vice President

Responses to Comments by County of San Luis Obispo Department of General Services, Klaasje Nairne

Response to Comment 4-1: The Airport Master Plan and EIR are in fact used and referenced in the AASP, MASP, and related facilities master plans EIR. For example, page 3F-5 of the Noise section indicates, under “Introduction and Methodology,” that the assessment of aircraft noise was “based on information from the Airport Master Plan EA/EIR.” See Volume II of this final EIR for the corrected citation. As described in Section 3A, “Land Use and Aesthetics,” development in the Airport Area primarily is governed by the San Luis Obispo County ALUP. The ALUP policies and requirements that govern land use on or adjacent to airport property are described in Section 3A, particularly on pages 3A-1 through 3A-8. The County of San Luis Obispo ALUC’s responsibilities and goals are also described on page 3A-8. Additionally, this discussion discloses the compatible land uses and standards for the six established zones in the ALUP area. Figure 3A-1 illustrates the boundaries and land use designations of the Airport Area and the six land use zones. Impacts affecting the airport and its adjacent areas are fully disclosed, in terms of their land use implications, in Section 3A of the draft EIR.

In addition, the EIR figures have been updated to reflect the recent airport runway extension, property acquisition, and relocation of Buckley Road. These figures are provided in Volume II of this final EIR.

Response to Comment 4-2: The comment is noted. The County of San Luis Obispo’s request that the project description include language to indicate that annexation of the airport property is not the intent of the City is noted. However, the ultimate decision would be made at a policy level, not at a staff level, and would therefore result from a City Council action.

Response to Comment 4-3: The general comment is noted; specific responses are provided where specific issues are raised below.

Response to Comment 4-4: The State CEQA Guidelines, Section 15126.6(a), state that:

An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR not need not consider every conceivable alternative to a project....The lead agency is responsible for selecting a range of alternatives for examination and must publicly disclose its reasoning for selecting those alternatives.

The City, as lead agency under CEQA, has acted in accordance with Section 15126.6(a) because it has chosen a reasonable range of alternatives to the project that would meet the project objectives and strive to minimize or lessen any significant effects of the project. Choosing the range of alternatives is the discretion of the lead agency. Exclusive implementation of an AASP-Only Alternative or an MASP-Only Alternative would not meet the overall project objective of

implementing both plans pursuant to the provisions of the City General Plan. Also, in accordance with Section 15126.6(a), the discussion provided in Chapter 5 of the draft EIR describes the reasoning behind the inclusion of the range of alternatives presented in the draft EIR.

Response to Comment 4-5: The revised figures are included in Volume II of this final EIR.

Response to Comment 4-6: As described in Chapter 1 of Volume II, the analysis in the EIR of the AASP, MASP, and the facilities master plans is, by necessity, presented at a program level. Approval of the AASP, MASP, and related facilities master plans is the first step in providing guidance for future development and provision of municipal services in the project area, and allows the City to consider the cumulative and other secondary effects of fully implementing the project. The program EIR is intended to be augmented by subsequent, second-tier environmental documents when additional details for the specific projects are identified during the development and engineering design process. Specific projects included in the specific and master plans will be reevaluated in more detail when they are proposed for implementation. Details for each subsequent project may include development bubbles and building footprints, siting details, ancillary facilities locations, parcel sizes, refinement of alignment locations, specific right-of-way limits, and detail sufficient to identify any specific impacts that may occur in areas that would be disturbed or otherwise affected by project construction or implementation.

With regard to the specific components of the specific plans or the facilities master plans, whether these include construction of a housing development, a road, a bridge, a pump station, or a reservoir, the range of potential impacts on biological resources is disclosed in the draft EIR (i.e., Impact BIO-1 through Impact BIO-19). The specific acreage affected, or species disturbed, would need to be assessed when detailed, site-specific, project-level information is made available at a later date (i.e., when the City is considering adoption of a specific action).

Summaries of each of the impacts are provided in each of the resource sections of Chapter 3 for the AASP, MASP, and the facilities master plans; consideration of the various plans associated with the project allows the City to review the cumulative impacts associated with implementation of all of the projects together.

Response to Comment 4-7: The comment is noted.

Response to Comment 4-8: The comment is noted. However, the setting sections specifically identified in the comment are for information purposes only. These sections provided the context for understanding the impact conclusions in both Section 3A and Section 3H. The location of the information does not change the impact conclusions for the issues identified.

Response to Comment 4-9: The comment is unclear. Page 3D-34 identifies Alternative 4 as the No-Project Alternative in the section heading at the bottom of the page. To assist the reader in understanding the organization of the chapter and that a No-Project Alternative is evaluated in Chapter 3D, text has been added on page 3D-1 of the draft EIR. See Volume II of this final EIR. The “Planned Improvements” section of the draft EIR, beginning on page 3D-15, clearly presents City-planned road extensions, road widening projects, freeway interchange projects, and

other transportation improvements that are part of the proposed project. Other improvements are proposed by other agencies (i.e., Caltrans, SLO Council of Governments, and the County). Whether the proposed improvements are included in the adopted general plan or would be adopted as part of the specific plans has no bearing on the impact analysis.

The differences in the number of intersections shown in Figure 3D-3 (13) versus the tables (generally 10) is a function of how the intersections of localized streets are analyzed versus how freeway interchanges are analyzed (different methods are used). This issue was not explained clearly in the draft EIR. Text and tables have been modified to clarify why some intersections are not shown in the various tables. See Volume II of this final EIR.

Response to Comment 4-10: The comment is noted. The State CEQA Guidelines, Section 15064(d), indicate that the baseline conditions for an environmental analysis should be the time of publication of the NOP for the EIR. That date was April 2000 for the project at hand. From a practical standpoint, many available/usable data as of April 2000 predated the April 2000 NOP publication date. Where feasible, information was updated to reflect changes in the existing conditions. However, CEQA does not require a “consistent baseline” for establishing existing conditions for each resource topic, as asserted in the comment. In many cases, the analysis is more meaningful if based on average conditions or using another means than if the same year is blindly applied to all issue areas. A common example of applying different baseline years for different resource topics is the analysis of water-related issues using an average of various years to reflect both drought-year conditions and high-flow conditions, whereas traffic may be analyzed using one single year of data for the baseline. Also see the response to Comment 2-6.

Response to Comment 4-11: The comment is noted. The specific areas identified do not actually provide baseless conclusions in the draft EIR. For example, for the noise impact, the setting information indicates that the City Noise Element requires noise mitigation for any new development proposed.

Response to Comment 4-12: The comment is noted. See the response to Comment 4-1.

Response to Comment 4-13: The area shown in the draft EIR figures as a proposed school site is no longer designated as such in the MASP project description, and all figures have been revised to reflect this change. That area is currently proposed for Open Space. See the revisions in Volume II of this final EIR.

Response to Comment 4-14: The comment is noted. The minor differences between the proposed project and Scenario 1 regarding land use allocation in the MASP are not figuratively depicted because of the less than 1% to 2% change between the two land use scenarios. For example, under the “Open Space” category, the proposed project is allocated 67.3 hectares and Scenario 1 is allocated 67.7 hectares; there is less than a 1% difference between the two. These differences between the proposed project and Scenario 1, although important, are not large; as such, the table accurately depicts the differences that cannot be shown at scale in the correlating figures.

Response to Comment 4-15: The comment is noted. The improvements listed on page 2-7 are specific to improvements proposed under the Wastewater Master Plan update and are shown in Figure 2-8. These improvements are listed to provide a context for other related facilities improvements in the project area.

Response to Comment 4-16: Since circulation of the draft EIR, the Storm Drain Master Plan has been revised and will not include reconfiguration of the West Fork of Tank Farm Creek or portions of the East Branch of San Luis Obispo Creek. See Volume II of this final EIR for the revised text describing the Storm Drain Master Plan.

Response to Comment 4-17: The comment is noted. The road improvements are part of the facility master plan and therefore are included as part of the proposed project. The proposed road improvements are set forth in the AASP, but are considered facility improvements; as such, they are included in the section of the project description specifically describing the facility master plan.

Response to Comment 4-18: Bullet 2 describes a road improvement project that is not part of the proposed project and has been deleted. Bullet 3 is relevant to the proposed project only for the part that states that the widening of the two-lane segment would include a median and bikeway. See the revisions in Volume II of this final EIR.

Response to Comment 4-19: The map referred to by the commenter is the City's adopted General Plan Land Use Map, which does include land use designations for all lands within the City's URL. The comment is correct that the ALUP areas have been superimposed on the General Plan Land Use Map to show their relative locations. The figure name has been modified to note this superimposition. See the revisions in Volume II of this final EIR.

Response to Comment 4-20: The comment is noted. The language and terminology presented in the paragraph are intended to provide a description and discussion of land use compatibility. The ALUP goals and policies strictly applicable to the project area are discussed accurately.

Response to Comment 4-21: The correct number is 577 hectares. This revision is included in Volume II of this final EIR.

Response to Comment 4-22: The reference to "170-hectare (420-acre) Margarita Area" is consistent with the same reference in Chapter 2, "Project Description." See page 2-2 of the draft EIR, under "Margarita Area."

Response to Comment 4-23: The comment is noted. A description of views from Tank Farm Road and Buckley Road is included in the description of existing views in the Margarita Area because these roads are close to the Margarita Area and because future development in the Margarita Area would be visible from each roadway corridor.

Response to Comment 4-24: The correct impact conclusion is "less than significant," not "beneficial." This revision is included in Volume II of this final EIR. Definitions of the types of impacts the proposed project may have are provided on page 3-2 of the draft EIR.

Response to Comment 4-25: The comment is noted. An EIR can and should address potential environmental impacts in areas outside the project area (Airport Area in this case). In this case, City staff is not convinced that industrial use allowed by the County General Plan on a property outside the City's URL represents a relevant environmental issue that is directly related to the proposed project.

Response to Comment 4-26: The project description has been revised to address these concerns. See the revisions in Volume II of this final EIR.

Response to Comment 4-27: The discussion of impacts related to compatibility with surrounding land uses is characterized accurately under Impact LU-4. Text has been added to further clarify any potential compatibility issues with the surrounding airport. This revision is included in Volume II of this final EIR.

Response to Comment 4-28: The reference to the figure is in error and has been removed. See the revision in Volume II. The discussion of effects on farmlands under Impact LU-5 and Table 3A-1 provide information on existing acreage as well as the consequences of the project associated with conversion of farmland.

Response to Comment 4-29: The comment is noted. As discussed under Impact LU-6 on page 3A-19, the change in land use from a semirural setting to an urban developed setting is considered significant and unavoidable, in accordance with the provisions set out in the City's General Plan EIR. The nature of the change in views associated with implementation of the proposed project, by definition (per the City General Plan EIR), would constitute this specific type of impact. No additional analysis is required to substantiate this conclusion. Also, scenic roads in the project area lend to the overall visual character and quality of the area; this is adequately addressed by Impact LU-6.

Response to Comment 4-30: Text has been added to the discussion under Impact LU-7 to clarify the potential effects of light spillage on airport lands. The revision is included in Volume II of this final EIR.

Response to Comment 4-31: The text has been revised, as shown in Volume II of this final EIR.

Response to Comment 4-32: The alternatives address this question. A minor adjustment has been made to the Alternative 2 map to recognize the airport's acquisition of land. The revised map is included in Volume II of this final EIR. The Local Agency Formation Commission (LAFCO) would need to approve either alternative.

Response to Comment 4-33: The comment is noted. The discussion of impacts under this alternative simply states that an additional 58.6 hectares of farmland would be converted (compared to the proposed project) if this alternative were implemented. Table 3A-2 lists the amounts and types of farmland present in the project area.

Response to Comment 4-34: The comment is noted. The City's existing stormwater plan (pink book) designates design flows for various types and sizes of creeks. The assumptions used in the EIR analysis are consistent with these adopted guidelines.

Response to Comment 4-35: The comment is noted. Impact H-3 concluded that the overall impact was less than significant because the proposed Storm Drain Master Plan improvements allowed floodwaters to pass from all properties without increasing the existing floodplain elevations. The Storm Drain Master Plan for the area has been modified since the draft EIR was written. The modifications express a new approach: contain all stormwater over predeveloped levels in detention basins and drain that stored stormwater slowly at a rate not to exceed the 2-year undeveloped flow rate. This approach ensures that all floodwater levels will be equal to or less than existing levels. Therefore, the overall impact of the new drainage system remains less than significant. Existing deficiencies in the drainage system were to be mitigated with the former Storm Drain Master Plan. The now-proposed Storm Drain Master Plan acknowledges the deficiencies but, because the overall development will not increase the state of deficiency, the correction of existing deficiencies is left to adjoining property owners as those properties develop (unless they become the responsibility of the City to eventually correct). This clarification has been made to the discussion under Impact H-3 and is included in Volume II of this final EIR.

Response to Comment 4-36: The comment is noted. Because of the new storm drain approach, there will be no increased runoff from new development. Flows released from all sites will never exceed the flows of a 2-year storm from the undeveloped site.

Response to Comment 4-37: The discussion of Impact H-4 has been revised to reflect the revised storm drain plans. See the revision in Volume II of this final EIR.

Response to Comment 4-38: The comment is noted. Stormwater detention basins only detain water; they do not retain stormwater. Generally, all such basins are fully drained within 24 hours of a storm event. The revised drainage design proposed for the AASP and MASP provides for multiple small detention basins rather than the larger ones originally proposed. The smaller ones would be located in developed areas and, as such, should not attract bird life for the short duration that water may be present. This clarification has been made to the discussion under Impact H-4 and is included in Volume II of this final EIR.

Response to Comment 4-39: The comment is noted. Impacts on creeks and natural areas associated with creeks in the project area are addressed in Section 3C, "Biological Resources." The impact section discusses potential effects on specific types of habitat, such as riparian corridors and open water habitat. Also, as described on page 3C-15, under "Summary of Impacts," the policies and goals outlined in both of the specific plans would inherently uphold the intent of City Policies OS 1.1.2 and OS 3.1.1. Finally, implementation of mitigation measures, such as Mitigation Measures BIO-1.1, BIO-6.1, and BIO-8.1, further ensure protection of natural resources in the project area.

Response to Comment 4-40: Figure 3C-1 has been revised to reflect the recent modifications to the airport lands and areas. See the revision in Volume II of this final EIR. Habitat types shown on this map are accurate as drawn.

Response to Comment 4-41: The comment is noted. As described on page 3C-11, under “Ruderal and Developed Areas,” ruderal habitat is found interspersed among developed areas throughout the project area. The designation of the mobile home park as “ruderal” does not mean that the area is undeveloped; rather, it means that the area contains ruderal vegetation habitat and is developed, like most of the area between the airport and Broad Street (where the mobile home park is located).

Response to Comment 4-42: As stated on page 3C-14 of the draft EIR, the biological resources setting section was updated in December 2001, before release of the public draft EIR, by a qualified Jones & Stokes biologist. Part of this update included an additional review of the California Natural Diversity Database to ensure that conclusions about the presence or absence of special-status species remained valid. As far as the commenter’s statement that additional surveys are needed, Chapter 1 of Volume II of the final EIR clearly indicates the environmental analysis is presented at a program level and is not intended to replace site-specific environmental review for projects as they are designed and put forth for approval and consideration. Furthermore, Mitigation Measure BIO-1.1 specifically requires that surveys be conducted before ground-disturbing activities associated with project-specific proposals are initiated.

Response to Comment 4-43: The table identifies plant species with the potential to occur in the project area and its surrounding areas, which directly includes the airport. The table title has been revised to reflect this point. The title of Table 3C-5 has also been revised to reflect this point. See the revisions in Volume II of this final EIR.

Response to Comment 4-44: The comment is noted. Section 3C, “Biological Resources,” accurately describes the plant species that occur in the project area (page 3C-13).

Response to Comment 4-45: The comment is noted. There is no reference to “temporary disturbance” on page 3C-14. However, the identification of temporary impacts is included to account for effects that may occur during construction activities.

Response to Comment 4-46: The comment is noted. The details about the location of the mitigation site and the specifications for the mitigation are to be developed through formal consultation with the appropriate federal and state resource agencies. The City must obtain permits from these agencies before development can occur.

Response to Comment 4-47: The comment is noted. As described on page 3C-17, under Impact BIO-3, development under the MASP would not involve development of the South Hills area, where the serpentine bunchgrass grasslands are located. Assuming that introduction of urban uses next to this area would result in humans destroying the habitat is speculative. Uses proposed to be located next to the South Hills area are consistent with its open space use, as described on page 3A-16, under Impact LU-4.

Response to Comment 4-48: The comment is noted. Impacts BIO-5, BIO-6, and BIO-7 describe effects on wetlands and provide estimates of total acreage in the Airport Area and Margarita Area. However, because the exact development footprints of the individual projects are not known at this time, specific acreages of wetlands lost cannot be realistically calculated. The total amount of affected wetland habitat includes the amounts identified under each impact discussion. Specification of the amount of replacement habitat is a condition of the required Clean Water Act Section 404 permit, to be issued by the U.S. Army Corps of Engineers (Corps) to the City when an actual project application is presented. Specifications would be incorporated as part of the permit approvals that the City must secure before implementation of the project. As far as prohibiting any wetland replacement/mitigation sites within 10,000 feet of the runway, specific details would need to be coordinated among the actual agencies at the time a permit to fill a jurisdictional wetland is requested.

Response to Comment 4-49: This revision has been made, as shown in Volume II of this final EIR.

Response to Comment 4-50: The comment is noted. The measure set forth in Mitigation Measure BIO-9.1 is required to minimize the potentially significant impact resulting from implementation of the proposed project. Without the adoption of this mitigation measure, the proposed project could not be implemented because of the resulting impacts on special-status plant species.

Response to Comment 4-51: Mitigation Measure BIO-9.2 has been renumbered as BIO-12.1, and its discussion is now included under “Impact BIO-12: Impacts on Non-Listed Special-Status Wildlife Species,” on page 3C-23. This revision is shown in Volume II of this final EIR.

Response to Comment 4-52: The comment is noted. The basis for this conclusion is provided in the description (page 3C-11) of the type of ruderal habitat present in the project area. The ruderal habitat described is characterized by typical compositional species, which were considered to be present in that habitat in the project areas. No further analysis is required.

Response to Comment 4-53: The comment is noted. Predicting the level of human disturbance in open spaces designated in the MASP or presupposing that disturbance will occur is a speculative exercise. Allowable uses in open space areas containing special-status plant species would be regulated by conditions of state and federal permits issued by resource agencies to the City. Typically, these permits prescribe the uses and specific levels of disturbance allowed in close proximity to special-status resources. No further analysis is required.

Response to Comment 4-54: The comment is noted. At the time of an actual proposal, the City would complete a consultation process with the U.S. Fish and Wildlife Service (USFWS) to comply with the Endangered Species Act (ESA). Preparation of a biological assessment may be required, followed by issuance of a biological opinion by USFWS to address adverse effects on California red-legged-frog. Incorporation of mitigation measures that are conditions of another lead agency’s permit with the Corps would not be appropriate or relevant to the proposed project.

Response to Comment 4-55: The suggested revisions to the text have been made, as shown in Volume II of this final EIR.

Response to Comment 4-56: The comment is noted. Impact T-1, on page 3D-30, discusses the secondary impacts of the proposed road improvements. The discussion addresses effects on nonvehicular transit modes.

Response to Comment 4-57: The comment is noted. It is more appropriate to reference traffic data sources in the specific section of the report in which they are used. The consultant subjectively used the two quoted sources of data “not referenced later on” to verify the other data actually used in the analysis; these sources are mentioned in the paragraph to show that multiple data sources were consulted to make valid judgments, which remain valid. The EIR must set a moment in time in which to perform analysis and identify impacts and mitigation measures.

Response to Comment 4-58: The comment is noted. This paragraph refers to peak-hour turning movements and further references Figure 3D-3, showing peak-hour movements. The EIR analyzes the impacts and identifies appropriate mitigation measures for peak-hour traffic volumes. The traffic consultant that prepared the traffic section of the EIR used data from all four sources to arrive at the most realistic existing peak-hour projections for buildout conditions. These projections were then used to calculate the impacts of the project and identify necessary mitigation measures.

Response to Comment 4-59: The suggested revisions to the text have been made on page 3D-5, and the title of Figure 3D-1 has been revised to reflect the changes to the text. See the revisions in Volume II of this final EIR.

Response to Comment 4-60: Figure 3D-2 is intended to show existing traffic volumes on roadway segments to characterize the existing conditions, and not to contribute to the intersection analysis, as indicated in the comment. Regarding the selection of intersections for analysis: the key intersections that would most represent traffic impacts for the proposed project were selected. It was not the intent of the traffic analysis to analyze every intersection in the study area.

Response to Comment 4-61: The comment is noted. The City’s circulation element was developed based on evening (or p.m.) peak-hour volumes, not a.m. volumes.

Response to Comment 4-62: See the response to Comment 4-9. Changes were made to the draft EIR to clarify this issue; see Volume II.

Response to Comment 4-63: The commenter is correct that Table 3D-2 does not include the “worst movement” for intersection 8. Apparently, this information was not calculated in the traffic analysis prepared for this project. Nonetheless, the basic information presented is correct. This is a minor technical omission and does not affect the adequacy of the traffic analysis or the final EIR.

Response to Comment 4-64: See the response to Comment 4-9. Changes were made to the draft EIR to clarify this issue; see Volume II.

Response to Comment 4-65: The suggested revision to Table 3D-2 has been made, as shown in Volume II of this final EIR.

Response to Comment 4-66: Level of service thresholds are based on maximum average daily traffic volumes obtained from the Florida Department of Transportation capacity manuals. These tables are based on the methods of the Transportation Research Board Highway Capacity Manual, as described in Table 3D-3. These methods and assumptions are further described in the traffic study prepared for the proposed project (Fehr & Peers 2001). Text has been added to the discussion on page 3D-8 to clarify this point, as shown in Volume II.

Response to Comment 4-67: The north leg of this intersection is a driveway, not Santa Fe Road. Figure 3D-4 has been corrected accordingly.

Response to Comment 4-68: The label of intersection 6 shown in Figure 3D-4 has been corrected. See Volume II of this final EIR.

Response to Comment 4-69: The commenter is correct. The street depicted is Calle Joaquin South, which aligns with the southbound off ramps. Figure 3D-4 has been corrected.

Response to Comment 4-70: The traffic study is based on the baseline conditions at the time the Notice of Preparation was released for public review. An updated configuration is not shown because the traffic study was undertaken prior to the improvement of the road, and after establishment of the baseline.

Response to Comment 4-71: The comment is noted. The data in Table 3D-5 are described on page 3D-10 in the first paragraph. Table 3D-5 represents only the top places of work for San Luis Obispo residents.

Response to Comment 4-72: The figure has been updated, as shown in Volume II.

Response to Comment 4-73: The text on page 3D-13 has been revised, as shown in Volume II.

Response to Comment 4-74: Figure 3D-6 has been revised to accurately reflect proposed and existing bicycle transportation facilities in the project area. See the revision in Volume II.

Response to Comment 4-75: The comment is noted. Figure 3D-8 shows only “planned improvements within the study area” (see paragraph 2, page 3D-15).

Response to Comment 4-76: The comment is noted. Figure 3D-8 clearly shows the planning area and that the extension of Buckley Road is within the planning area.

Response to Comment 4-77: The comment is noted. Two roadways that are planned to extend north of Prado Road are roads that are part of the MASP, not the AASP. Therefore, they are not

represented as a responsibility of the AASP. The AASP would provide for connector roads from Tank Farm Road to Prado Road.

Response to Comment 4-78: The comment is noted. The discussion of previous transportation improvements is intended to provide background information for the transportation improvements currently proposed under the MASP. Past improvements are not part of the proposed project. Paragraph 2 on page 3D-19 clarifies this point.

Response to Comment 4-79: The draft EIR does not clearly describe the comparison between the no-project scenario and the proposed project for Roadway Network Assumptions. Even though paragraph 3 on page 3D-20 states that the projects listed are not located in the Airport Area or Margarita Area, the language of the paragraph and the subsequent title of Table 3D-7 may lead readers to believe a comparison is being made. In fact, the improvements shown under the no-project scenario are base improvements that will occur with buildout of the City, and are shown in the City's adopted Circulation Element. The first three and the last two projects listed under the project scenario should have been eliminated from that list, making all remaining projects "additive" to the base (no-project) conditions. The wording and table have been corrected accordingly, as shown in Volume II of this final EIR.

Response to Comment 4-80: The comment is noted. The Prado Road extension is the same for both cases.

Response to Comment 4-81: The comment is noted. The revised Table 3D-7, provided in Volume II, makes clear that proposed project-only roadway network improvements are not included in the no-project scenario. Although the City's Circulation Element shows a master plan of the roadway network needed at buildout, it is the City's Transportation Impact Fee Program that assigns responsibility for construction of any improvements needed. Therefore, the statement in paragraph 2 on page 3D-21 is correct that some of the improvements in the Airport Area or Margarita Area will be the responsibility of development in that area. The key roadway network improvement in this category is the extension of Prado Road to Broad Street, which is the responsibility of the MASP.

Response to Comment 4-82: The comment is noted. Traffic numbers are not applicable "north of Prado" for Alternative 2 because Prado Road does not exist with Alternative 2 (see Figure 3F-3). The only alternative that shows an extension of Los Osos Valley Road is Alternative 3. There is no extension of Los Osos Valley Road shown in any other document. The No-Project Alternative traffic volumes do not need to be shown because that scenario simply assumes buildout of the areas as shown in the current general plan (see page 3D-34). The project and alternative traffic volumes are not assumed to be higher than identified for the general plan because very few land use changes, compared to those in the general plan, have been assumed in each case. Table 3D-8 reflects how traffic volumes change on various roadway segments as the roadway network changes with each scenario.

Response to Comment 4-83: Trip distributions for buildout scenarios are not normally shown as output data when the traffic model is used because it is not a manually assigned distribution, but rather included as one parameter of the model. Trip distributions for buildout scenarios

would normally be found in a simple traffic impact study where a smaller project's trips are manually distributed into the roadway system. Although it is tempting to compare Figure 3D-2 to Table 3D-8 to ascertain impacts, the true comparison is of traffic volumes to roadway capacity and intersection capacity. As most often found, intersections have less capacity than roadway segments and, as such, are the crucial links in traffic analyses. Table 3D-9 presents the impacts of each of the scenarios on critical intersections.

Response to Comment 4-84: The comment is noted. See the response to Comment 4-107.

Response to Comment 4-85: The commenter's concerns about consistency of presentation are noted. However, the purpose of Table 3D-9 is to compare the proposed project's impacts at intersections against those of the alternatives. In this case, the table clearly shows the level of service differences among the alternatives.

Response to Comment 4-86: The comment is noted. See the response to Comment 4-79.

Response to Comment 4-87: The suggested revision to the text has been incorporated on pages 3D-26 through 3D-29. The revised pages are shown in Volume II of this final EIR.

Response to Comment 4-88: The comment is noted.

Response to Comment 4-89: The suggested revision to the text has been made, as shown in Volume II of this final EIR.

Response to Comment 4-90: The comment is noted. See the response to Comment 4-82.

Response to Comment 4-91: Table 3D-9 shows the projected intersection levels of service under the proposed project and the levels of service under the alternatives. The table title has been revised to reflect this clarification. The revision is shown in Volume II of this final EIR.

Response to Comment 4-92: The comment is noted. Table 3D-10 shows the projected intersection levels of service for the proposed project only. Table 3D-9 shows the projected intersection levels of service under the proposed project and the levels of service under the alternatives.

Response to Comment 4-93: The comment is noted. Figure 3D-9 shows, as examples, two key intersections where improvements are needed. This figure is provided to enhance and clarify the written text. Full diagrams for each intersection are not necessary.

Response to Comment 4-94: The comment is noted. Figure 3D-4 has been revised to reflect the correct existing conditions at the Tank Farm Road/South Higuera Street intersection. The text on page 3D-26 accurately describes the potential intersection improvement scenarios as proposed. Note that the bullet list describing improvements at this intersection provides three options; these options are exclusive of one another, as is indicated by the use of the term "or" in the bullet list.

Response to Comment 4-95: The comment is noted. The discussion was prepared before the improvements were made at the intersection of Buckley Road and Broad Street. The number of lanes and turning movements needed remain the same; the degree of improvements needed may now be less, but this would not change the impact assessment or mitigation measures for the project. The text on page 3D-27 has been revised, as shown in Volume II of this final EIR.

Response to Comment 4-96: The suggested revision has been incorporated, as shown in Volume II of this final EIR.

Response to Comment 4-97: The improvements to Santa Fe Road involve realigning and extending the roadway, not just extending its current terminus. See Volume II of this final EIR for the clarification made in response to this comment.

Response to Comment 4-98: The comment is noted. The text in the impact discussion has been revised, as shown in Volume II of this final EIR.

Response to Comment 4-99: The results of the traffic analysis conducted for the proposed project and its alternatives (Fehr & Peers 2001) show that, in general, the proposed traffic improvements would enhance traffic conditions in the project area.

Response to Comment 4-100: The comment is noted. The first sentence of the Alternative 4 (no-project alternative) discussion states: “The no-project alternative assumes that if the proposed project is not approved, then development would proceed as allowed under the City General Plan.” Thus, development would occur and would require project-by-project mitigation measures for project-specific impacts.

Response to Comment 4-101: The comment is noted. The organization of the document has not been changed.

Response to Comment 4-102: The comment is noted. See the response to Comment 4-79.

Response to Comment 4-103: See the response to Comment 4-9. The intersection status and analysis were done for the baseline at the time of Notice of Preparation was released for public review. The Buckley/Broad intersection had not yet been realigned or signalized at that point in time.

Response to Comment 4-104: The traffic improvements that were part of the proposed project would not be implemented under the No-Project Alternative. Traffic improvements are provided as appropriate mitigation measures to alleviate the significant traffic impacts expected to result from implementation of the No-Project Alternative.

Response to Comment 4-105: The commenter is correct in pointing out that the Aero/Broad intersection is not analyzed for the proposed project. CEQA does not require that the project and its alternatives be analyzed at an equal level of detail. The text has been revised to address the possible impact at Aero Drive/Broad Street intersection under the project and a mitigation

measure added. With the mitigation measure added in response to this comment, the impact will be less than significant.

Response to Comment 4-106: South Higuera Street is classified as an arterial street (4-lanes), as discussed on page 3D-5, and was analyzed as such for future conditions under the project.

Response to Comment 4-107: The omission of the table showing the proposed project's long-term emissions was in error; the table has been added (see Volume II). The assessment of air quality impacts caused by increased emissions of air pollutants is based on the local air pollution control district's own criteria, which is derived from the ambient air quality standards (shown in Table 3E-1). The national and state ambient standards are established to protect public health and welfare and are used by the local air districts in developing thresholds in various units of measure, such as amount of emissions within a specified timeframe (i.e., pounds per day, tons per year). Pollutants listed in Tables 3E-4, 3E-5, and 3E-6 include reactive organic gases (ROG), oxides of nitrogen (NO_x), carbon monoxide (CO), and particulate matter 10 microns or less in diameter (PM₁₀). As described on page 3E-5, ROG and NO_x are ozone precursors and are depicted separately to underscore the potential for ozone formation during operation of the proposed development, which is the standard practice for measuring impacts of ozone. A description of parameters and assumptions used in determining operational emissions is provided under Impact AIR-2, on pages 3E-11 through 3E-13.

Response to Comment 4-108: The comment is noted. The basis of the noise evaluation is explained on page 3F-5, under "Introduction and Methodology."

Response to Comment 4-109: Section 3F of the draft EIR indicates that, "because the project will ultimately be incorporated into the City, the City Noise Element policies will be used to evaluate noise impacts..." and that the County policies "are included for information only." However, from a land use perspective, the relevant ALUP policies are identified and evaluated in the Land Use and Aesthetics chapter of the draft EIR.

Response to Comment 4-110: The suggested revision to the text has been incorporated, as shown in Volume II of this final EIR.

Response to Comment 4-111: The title of Table 3F-2 has been revised, as shown in Volume II of this final EIR.

Response to Comment 4-112: The suggested revision to the text has been incorporated, as shown in Volume II of this final EIR.

Response to Comment 4-113: Page 3F-2 of the draft EIR has been modified to summarize the mitigation measures identified in the General Plan Noise Element. See Volume II of this final EIR.

Response to Comment 4-114: Residential land uses are not located within the 60-decibel (dB) Community Noise Equivalent Level (CNEL) contour or the 65-dB CNEL contour, as depicted in Figure 3F-1. The text on pages 3F-11 through 3F-14 has been revised to clarify the noise

analysis, as shown in Volume II. Please also refer to note “c” in Table 3F-1 for an explanation of the use of 60 versus 65 dB CNEL as the maximum allowable noise exposure level.

Response to Comment 4-115: The comment is noted. The cross-hatching depicted in Figure 3F-1 shows that business park uses, not open space, would be located within the 60-dB CNEL contour. In accordance with the maximum allowable noise exposure levels summarized in Table 3F-1, the land use is located in an area compatible with its adjacent uses.

Response to Comment 4-116: The comment is noted.

Response to Comment 4-117: The suggested revision has been made, as shown in Volume II of this final EIR.

Response to Comment 4-118: The intent of the table is to show City Fire Department facilities; County Fire Station 21 is identified in the text above Table 3H-2 in the draft EIR.

Response to Comment 4-119: See the responses to Comments 4-34 and 4-35.

Response to Comment 4-120: The paragraph referred to in the comment states that the airport is not proposed for annexation. The airport is still part of the project. This revision has been made to the text on page 3H-21 and is included in Volume II of this final EIR.

Response to Comment 4-121: The comment is noted. The City has changed the land use plan and has eliminated plans for construction of an elementary school in the Margarita Area. However, the discussion under Impact PS-9 is still relevant to the environmental analysis.

Response to Comment 4-122: The comment is noted. Please see the response to comment 4-121.

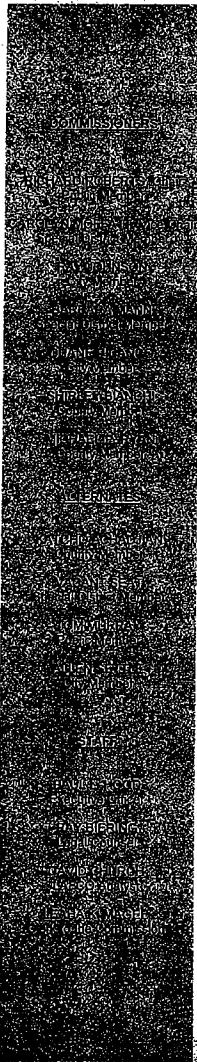
Response to Comment 4-123: The comment is noted. The discussion of the National Historic Preservation Act is provided because it is anticipated that federal permitting may be required to implement the proposed project, as described in the last paragraph on page 3I-3. Section 106 compliance is required when federal permits are issued for a project action. Implementation of the proposed project may require federal permits from the Corps and USFWS.

Response to Comment 4-124: See the response to Comment 2-8.

Response to Comment 4-125: The comment is noted. Tables 5-1, 5-2, 5-3, and 5-4 have been revised and are included in Volume II of this final EIR.

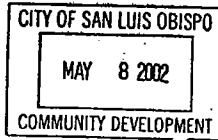
Response to Comment 4-126: The list of preparers shown in Chapter 7 of the draft EIR accurately lists the project manager with major responsibility for preparing the draft EIR; as project manager and coordinator for the project, Mr. Weiss was responsible for preparing the draft EIR until the end of November 2001.

LAFCO • The Local Agency Formation Commission
Serving the Area of San Luis Obispo County



May 8, 2002

Mr. Glen Matteson
Community Development Department
City of San Luis Obispo
990 Palm Street
San Luis Obispo, CA 93401-3249



Letter 5

Subject: Draft Airport Area and Margarita Area Specific Plans/EIR

Dear Mr. Matteson:

Thank you for the opportunity to comment on the draft Specific Plan for the Airport and Margarita Areas and draft EIR. Please consider the following comments:

1. The draft Specific Plan and EIR contains relevant information for LAFCO to consider when evaluating any annexation application for the area and when the Municipal Service Review to update the city's Sphere of Influence is prepared. The process of compiling this information to complete the update will proceed pursuant to the Sphere Update Work Plan adopted by LAFCO.
2. Page 3A-1 Land Use and Aesthetics. This section presents information on existing land uses and applicable plans and policies such as the County's Airport Land Use Plan. LAFCO's policies and procedures should also be considered as part of this analysis. Attached for your consideration is a copy of the LAFCO policies and procedures.
3. Page 3H-1 Public Services and Utilities. This section describes the existing levels of services and utilities and analyzes the effects of the proposed project on these levels of service. In the Regulatory Setting section, LAFCO requirements for completing a Sphere of Influence Update and Municipal Service Review prior to any annexation should be discussed and the impacts analyzed.

5-1

5-2

5-3

1042 Pacific Street, Suite A • San Luis Obispo, California 93401
Phone: 805.781.5795 Fax: 805.788.2072
www.slolafco.com

The Service Review is a comprehensive analysis of the services provided by the City and must be completed pursuant to the Cortese-Knox-Hertzberg Act. Attached for your consideration are the nine Service Review Factors that must be addressed prior to the update of the City's Sphere of Influence and any eventual annexation. Also attached is a draft outline of a Service Review that identifies in general the type of information that is necessary. The Office of Planning and Research has also prepared draft Guidelines that LAFCO uses to prepare a Service Review. The guidelines can be found at the OPR website.

5-3
cont.

We appreciate being contacted with regard to this project. If you have any questions regarding our comments please contact me at 781-5795.

Sincerely,

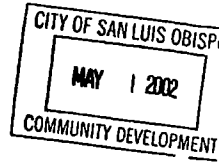
Paul L. Hood
Paul Hood
Executive Officer

Responses to Comments by the Local Agency Formation Commission, Paul Hood

Response to Comment 5-1: The comment is noted.

Response to Comment 5-2: LAFCO's policies and procedures would be in effect mainly after certification and adoption of the project, but before annexation and development of any portion of the project area. Consequently, the City generally would consider LAFCO policies and procedures after CEQA clearance has been established. For clarification purposes, the policies and procedures relevant to the proposed project are included in Volume II of this final EIR.

Response to Comment 5-3: The comment is noted. LAFCO's requirements for completing a sphere of influence update and municipal service review before annexation would be in effect mainly after certification and adoption of the project, but before annexation and development of any portion of the project area. Consequently, the City would consider LAFCO requirements for completing a sphere of influence update and municipal service review after CEQA clearance has been established but before the City submits its application to LAFCO. This issue is relevant to the planning process, but is not directly applicable to the EIR.



April 26, 2002

Mr. John Mandeville
City of San Luis Obispo
Community Development Department
990 Palm Street
San Luis Obispo, CA 93401

Letter 6

Re: Draft EIR Report for Airport Area and Marguerita Area Specific Plan

Dear John,

I have had the opportunity to review the Draft EIR and my comments follow:

- 1. The EIR needs to adequately address the environmental impacts if the land uses are different than proposed. I.e. if a significantly lessor number of acres are zoned for business park and a greater amount of land zoned CS and manufacturing what changes will result? 6-1
- 2. Policy 7.6, Page 3-A-5: The EIR needs to adequately address the probable absorption of property zoned for business park and whether the failure to develop these sites in a timely manner may cause environmental problems since the property may remain undeveloped for 25 or more years. 6-2
- 3. Planning Principle II: Page 3-A-7: Planning Principle II states the City should use all reasonable means to increase its service capacities to annex and serve areas within the urban reserve in a timely manner. The EIR needs to adequately address the probable time frame for obtaining additional services i.e. water sources and the effect if these services are not obtained in a timely manner. The EIR also needs to address whether the City's failure to pursue state water is in conflict with Planning Principle II. 6-3
- 4. Planning Principle III - B. Page 3-A-7: The EIR needs to adequately address the time constraints under the current County plan. 5 years may expire prior to completion of annexation. The EIR should explore the environmental effects in the event the property owners within the Airport Area request expanded services under County jurisdiction. 6-4

- 5. Page 3-A-14, et. sic.: The EIR needs to adequately address the economic impacts if the property is not developed within the scheduled time frame. This could result in a lack of fees, and prevent installation of necessary infrastructure and environmental mitigations. 6-5
- 6. Page 3-A-16: The EIR needs to adequately address compatibility with surrounding land uses if no property is zoned for business park west of Broad Street and non-residential property is zoned solely for CS and manufacturing use. 6-6
- 7. Page 3-A - 19: The EIR needs to adequately address the economic and environmental impact of requiring open space contributions or open space fees if these fees result in a lack of ability to develop the subject property because of excessive costs. This could result in blight and untended properties as well as a shortage of governmental fees. 6-7
- 8. Page 3-D-2 et. sic: The EIR needs to adequately address the practical effect on the portion of Tank Farm Road in the city limits if the annexation is not completed and funds are unavailable to improve Tank Farm Road. Where will funds come from at such time as Tank Farm Road has "level D" traffic and what will be the environmental effects of failure to improve Tank Farm Road? 6-8
- 9. Figure 3-D-2: The EIR needs to use current count traffic figures. The traffic analysis is based upon studies completed in 1996-1997. This is outdated information. If the City is going to the expense to traffic plan it should use current information with reasonable projections prepared by knowledgeable traffic engineers to adequately address traffic analysis. 6-9
- 10. Section 3-E, Air Quality: The EIR needs to adequately address realistic mitigations. City and County projects have required showers, car-pool parking sites, bicycle racks, lockers for cyclists, and these are ineffective. Showers are unused and become havens for transients, bicycle lockers become eye-sores. Many of the air quality mitigations are ineffective and academic approaches. To be effective, the EIR needs to have substantial input from employees and business owners to address practical solutions to improve air quality. Government mandated academic approaches have proven ineffective. 6-10



11. **Page 3-H-4, Water Policy:** The EIR must adequately address whether the City's approach to water management is realistic or smoke and mirrors. The General Plan specifically states that development in an annexed area may be approved only when adequate City services are available for the development. The EIR does not adequately address the sources for additional water that will be required for development of the Airport Area and Marguerita Area Specific Plan.

6-11

12. **Page 3-H-18: Impact TS/1 Water Supply and Distribution Facilities:** Language in the clause indicates that provisions in the City's General Plan and Airport Area/Marguerita Area Specific Plans ensure that an adequate quantity of water will exist before any development is allowed. It would be an environmental disaster to approve the Airport Area/Marguerita Area Specific Plan and certify the environmental impact report with no proven additional water supplies. Until such time as the Nacimiento water project and the Salinas reservoir expansion are completed, substantial ground water is developed, and other sources - such as State water - is obtained, it may be an environmental disaster to affect annexation. The EIR needs to adequately address the effects of inadequate water supplies to the annexation area and other citizens.

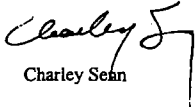
6-12

13. **Section 3-I, Cultural Resources:** The EIR needs to adequately address practical approaches regarding archeology. The City is planning to invest substantial monies for infrastructure and transportation improvements based upon receiving development fees and other funding. These funds may not become available in the event of unanticipated archeological finds in the Airport and Marguerita Area. The lack of available funds for necessary improvements would result in significant environmental problems and it is suggested the EIR adequately address potential mitigations prior to approval of the Specific Plan and certification of the EIR.

6-13

I appreciate the opportunity to make these comments. If you have any questions please call me.

Respectfully submitted,


Charley Sean

Responses to Comments by Senn, Charley Senn

Response to Comment 6-1: The comment is noted. The impact discussions for the No-Project Alternative and Alternatives 1, 2, and 3 in Section 3A, "Land Use and Aesthetics," address these issues.

Response to Comment 6-2: The comment is noted. Discussion of the absorption rate of proposed commercial developments is a planning issue and out of the scope of the environmental analysis.

Response to Comment 6-3: The comment is noted. Estimated timelines for water supply projects are as follows.

Water Reuse. Project has been bid, and funding has been secured. Two construction contracts are expected to be awarded in June 2003. One contract is for improvements at the City's Water Reclamation Facility, and the other is for construction of the pipelines. Construction is expected to be completed by the end of 2004. The Water Reuse Project will initially replace about 130 acre-feet per year of potable water that is currently being used for irrigation. Ultimately, more than 1,200 acre-feet of recycled water will be available to support general plan buildout.

Groundwater. Exploratory wells have been drilled. The City is proceeding to evaluate treatment processes and to develop plans and specification packages for the construction of additional wells, treatment facilities, and pipelines necessary to connect to the City water distribution system. Plans and specifications are expected to be completed in spring 2005, with construction occurring in summer/fall. The additional safe-annual-yield (SAY) from the Groundwater Development Project is expected to be 500 to 1,000 acre-feet per year.

Conservation. As of 2002, approximately 30,100 of the estimated 39,000 toilets in the City have been retrofitted with low-flow fixtures. Although the development retrofit program has ended, the retrofit-upon-sale ordinance remains in effect. Other conservation programs, such as technical assistance and water audits, also remain in place. In addition, the Utilities Department is working with schools and others to develop public education and water awareness programs. The relative success of these ongoing conservation programs is measured by dividing the amount of water delivered by the City's current population, then comparing that to the adopted planning figure of 145 gallons per person per day. The actual per capita water usage is also tracked over time, to relate seasonal trends in demand with the effectiveness of new and ongoing conservation programs. The Utilities Department is just beginning a new program of commercial water conservation. The details of the program are still being

developed. With demonstrated long-term reduction of the actual per capita water usage figure, Council may decide to lower the adopted planning figure of 145 gallons per person per day, which will reduce the City's water supply needs for general plan buildout.

With regard to the City's decision not to pursue state water, this is not in conflict with Planning Principle II, because the City has several other water supply options available that are capable of meeting the City's water demand at buildout. In addition, pursuing state water would not be considered "reasonable," because it was rejected by Council and twice denied by a public vote.

Response to Comment 6-4: The comment is noted. The timeframes provided in the AASP and the MASP address implementation of annexation and new development. The buildout scenario would also occur in accordance with the general plan land use objectives for urban development.

Response to Comment 6-5: The comment is noted. The conservative approach to the environmental analysis, which includes evaluation of four alternatives in addition to the proposed project, accounts for multiple scenarios in which buildout may occur in a prompt fashion. The City's undertaking of the preparation of this EIR and the finalization of the AASP, the MASP, and the facilities master plans also ensures the expedition of the planning and environmental process that will lead to project approval and construction.

Response to Comment 6-6: The comment is noted. The analysis of Alternatives 1, 2, 3, and 4 adequately addresses the uses that could occur if the proposed project were not implemented. Please refer to the discussion of these alternatives in Section 3A, "Land Use and Aesthetics," as well as in Chapter 5, "Alternatives Analysis."

Response to Comment 6-7: The comment is noted. See the discussion of Alternatives 1, 2, 3, and 4 in Section 3A, "Land Use and Aesthetics," as well as in Chapter 5, "Alternatives Analysis."

Response to Comment 6-8: The comment is noted. The environmental effects that would result if the proposed project, including its improvements to Tank Farm Road, were not implemented are described in the impact discussions presented under Alternatives 1, 2, 3, and 4 on pages 3D-32 through 3D-42.

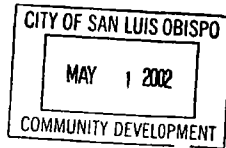
Response to Comment 6-9: See the response to Comment 4-10.

Response to Comment 6-10: The comment is noted. The mitigation measures provided to minimize potentially significant air quality impacts are adequate; are in accordance with the State CEQA Guidelines, Section 15364; and do not represent volunteer-oriented, unenforceable mitigation. Also, the adequacy of the mitigation measures proposed in the EIR will be identified by the lead agency (the City) before adoption of the EIR, during the final EIR process when the findings are prepared.

Response to Comment 6-11: The comment is noted. See the response to Comment 6-3 and page 3H-4, under “General Plan LU1.13.4; Policy,” with regard to development and City services.

Response to Comment 6-12: The comment is noted. See the responses to Comments 6-3 and 6-11.

Response to Comment 6-13: The comment is noted. Mitigation Measure CR-1.1 addresses potentially significant impacts on archaeological resources in the project area.



May 1, 2002

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

Letter 7

Attention: John Mandeville

Dear John,

Thanks for the opportunity to review the Airport Area Specific Plan public review draft and my comments follow:

Vision Statement and Plan Summary:

The overall intention, although well stated, has some practical market constraints: The local market will not justify a substantial redevelopment of older industrial uses to accommodate a new generation of high tech and clean industries. Many of the existing services are necessary to provide products to local citizenry and for distribution out of the area.

7-1

Section 3.0, page v.) indicates that Unocal will be responsible for preparing a resource management plan. I strongly suggest that the language in the last sentence of Section 3.0 be modified to provide that Unocal and the City will work cooperatively in preparing a resource management plan for the preserve and in identifying a funding mechanism. I think a statement of cooperation would be positive for all involved.

7-2

The open space preserve referred to on page ii is excellent for the long-term desirability of the City but there is no certainty this will increase land values or the desirability of San Luis Obispo to new businesses. San Luis Obispo will be one part of a larger area market and will be required to be competitive with other area communities including appropriately zoned land in San Luis Obispo county, contiguous to city limits, which permit similar uses.

7-3

The five qualities listed on page vii - openness, connectivity, transition, ruralness, and diversity - are laudable goals which, to be effective, must be accomplished in a manner that will not diminish land value. Substantial input from local architects and developers to determine how these goals can be accomplished is strongly advised.

7-4

Section 3.0 - Conservation and Resource Management:

Proposed programs 3.8.1 and 3.9.1. need to provide flexible standards that preserve the environment while simultaneously permitting property owners to develop their property in an economically profitable manner. Inflexible set backs without consideration of practical alternatives prevent property owners and environmentalists from working toward "better" solutions.

7-5

Petroleum Contamination and Environmental Protection:

The plan should contain a vehicle which will enable the city to accomplish the annexation and obtain the necessary open space for dedication while also enabling Unocal to obtain closure from appropriate governmental agencies.

7-6

Goal 3.8 and Policy 3.35

The City must determine whether it seriously wants to spend the necessary money to purchase 160 acres of commercially/industrially zoned land in the County near the corner of Vachell Lane and Buckley Road. To acquire this for open space purposes does not appear to be a good use of City funds.

7-7

Paragraph 3.4.2:

The City of San Luis Obispo, adjacent property owners, and Unocal must have a clear understanding of the long-term effects of classifying certain areas of the property as a "brownfield". The City's goal is to annex the property and acquire open space, and Unocal's goal is to resolve its ongoing environmentally related problems. The City, adjacent property owners, and Unocal should work cooperatively toward resolution of these issues.

7-8

Section 4.0 - Land Use:

Section 4.3 establishes a substantial portion of the property as designated for a business park. Projections indicate there will be land available for business park use for 25 to 50 years. There is not adequate absorption to provide the funding and fees to implement the costs associated with the Specific Plan. It is recommended that all the property be zoned CS with no separate designation for business park or services and manufacturing. It may be appropriate to have some limited overlays on certain highly visible properties.

7-9

Pages 4.8 through 4.15:

Business park zoning should be deleted from the table of allowable uses, and the table should significantly expand the permitted uses under CS. In addition, director and Planning Commission use permits should be required only in extreme cases. The time associated with securing these permits often results in a property owner losing a prospective tenant because a competitive property becomes available prior to the permit being issued. There should be a committee appointed by the Planning Commission with

7-10



a cross section of community persons to modify the table of allowable uses to be more user friendly and market sensitive.

An additional problem with the business park zoning is the inability to have an adequate number of persons in a building because of limitations imposed by the Airport Land Use Commission.

Policy 4.13.

This policy should not be determined in the future. The design plan for the Tank Farm site should be completed as a part of the Specific Plan so this is not a political issue at a future time.

Section 5.0 – Community Design:

The goals set forth in the community design standard should have long-term beneficial effects. The costs associated with a number of the items however, may not be practical. The “ruralness” guidelines, “diversity” design guidelines, and the overall design guidelines and development standards are too subjective and would make it impossible for a developer to design a project without the project becoming a political issue. This would be unfair to the City and to the property owner.

The guidelines also impose significant limitations on outdoor storage, security provisions, height limitations, building siting, front entrance requirements, parking limitations, etc. It is recommended the Community Development Department create a committee of architects, designers, developers, builders, business persons, and other community members to better understand the facility requirements of local businesses and to determine whether the proposed design guidelines are practical or unnecessary burdens.

The design standards required for business park property will limit the usable land and decrease the value of business park property. This could increase property not zoned for a business park. Economic pro formas and potential site lay outs utilizing the standards should be designed for usage by the Planning Commission and City Council so they can effectively see the limitations that will be imposed. The private sector should participate in these site plans and layouts.

Section 6 – Circulation and Transportation:

There must be a defined order in which improvements will be completed that will justify a “buy-in” by property owners. This should be done in a manner where property owners, businesses, and the public in general can see tangible improvements at the earliest possible time.

7-10
cont.

7-11

7-12

7-13

Section 7 – Utilities and Services:

A major benefit of being located in the City limits is the provision of utilities. The City needs to make a practical commitment to provide utilities to particular locations by specified times. Waiting for developer fees, political decisions, etc. will not satisfy property owners.


Section 8 – Public Facilities Financing:

The additional tax imposed through Mello-Roos Financing could increase operating expenses of properties located in the Airport Area to the extent they will not be competitive with properties outside the airport area.

Paragraph 8. 6. 3 outlines the cost of impact fees in the Airport Area. These fees will require that newly developed properties in the Airport Area have rents at least 10% higher than similar facilities located in other parts of the City. The marketplace will not accept these rate increases and banks and lenders will not be willing to finance projects on “blue sky” rental rates which have not been established in the market place.

Thank you for your consideration of my comments.

Respectfully submitted,


Charles L. Senn, SIOR

7-14

7-15

Responses to Comments by Senn, Charles L. Senn

Response to Comment 7-1: The comment is noted. This letter pertains to the AASP rather than the EIR. Also, the project description has been revised to designate most of Unocal's developable property as Services and Manufacturing. The project description changes are shown in Volume II of this final EIR.

Response to Comment 7-2: The comment is noted. This letter pertains to the AASP rather than the EIR. The issue of who funds the resource management plan will be addressed during the hearing process for the AASP.

Response to Comment 7-3: The comment is noted. This comment will be addressed as part of the hearing process for the AASP.

Response to Comment 7-4: The comment is noted. This comment will be addressed as part of the hearing process for the AASP.

Response to Comment 7-5: The comment is noted. This comment will be addressed as part of the hearing process for the AASP.

Response to Comment 7-6: The comment is noted. The procedures for addressing potential petroleum contamination are in place and are largely outside the jurisdiction of the City. State and federal resource agencies are currently working on the resolution of these issues.

Response to Comment 7-7: The comment is noted. This City policy decision will be addressed as part of the hearing process for the AASP.

Response to Comment 7-8: The comment is noted. The City agrees that any resolution of such issues should be achieved through cooperation among the property owners, the City, and appropriate resource agencies.

Response to Comment 7-9: The comment is noted. This letter pertains to the AASP rather than the EIR. See the response to Comment 7-2.

Response to Comment 7-10: The comment is noted. This City policy decision will be addressed as part of the hearing process for the AASP.

Response to Comment 7-11: The comment is noted. Policy 4.13 refers to Tank Farm Road design issues. If the comment refers to Policy 4.11 on the Tank Farm Site development, this City policy decision will be addressed as part of the hearing process for the AASP.

Response to Comment 7-12: The comment is noted. These City policy decisions will be addressed as part of the hearing process for the AASP.

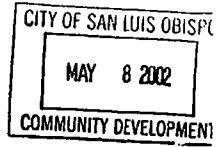
Response to Comment 7-13: The comment is noted. This City policy decision will be addressed as part of the hearing process for the AASP.

Response to Comment 7-14: The comment is noted. This City policy decision will be addressed as part of the hearing process for the AASP.

Response to Comment 7-15: The comment is noted. This issue is being addressed through revisions to the AASP and MASP that will significantly reduce infrastructure costs, particularly the costs of the areawide drainage system and some street improvement requirements.



TRK



May 8, 2002

Mr. John Mandeville
City of San Luis Obispo Planning Department
990 Palm Street
San Luis Obispo, CA 93401

Letter 8

Re: Draft EIR for Airport Area and Margarita Area

Dear John,

These are some follow-up comments regarding the Draft EIR and some concerns I have.

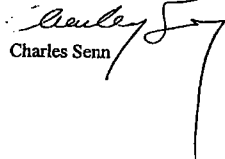
Alternatives 2 and 3 significantly expand the Airport Area into an area which is currently not covered by the urban reserve line and constrain the City's limited water resources. The EIR needs to adequately address water to service this area when the current project will tax the City water resources. If the City is seriously considering annexing property east of the Airport and outside the urban reserve line it must clearly demonstrate there are adequate resources to service this area.

The EIR acknowledges the impact of alternatives 2 and 3 on water supply, sewer mains, treatment facilities, etc. and determines them to be significant and unavoidable. The practical difficulty is that funding for mitigations have not been adequately addressed. If the market will not support the costs of mitigation it will be an economic and environmental disaster. The EIR needs to address this more thoroughly. My comments primarily relate to the items on Page 3-H-25 through 3-H-31

8-1

I appreciate the opportunity to provide these additional comments.

Respectfully submitted,


Charles Senn



Response to Comment by Senn, Charles Senn

Response to Comment 8-1: The project description has been revised to address the concerns expressed by the commenter. See the revisions in Volume II of this final EIR.

Unocal Corporation
Real Estate, Remediation Services
and Mining Operations
276 Tank Farm Road, P.O. Box 1069
San Luis Obispo, California 93406
Telephone (805) 784-0494
Facsimile (805) 784-0493



May 3, 2002

William J. Almas
Manager, Government Affairs and Property Development
Central Coast Group

Letter 9

Mr. Glen Matteson
City of San Luis Obispo
Community Development Department
990 Palm Street
San Luis Obispo, CA 93401

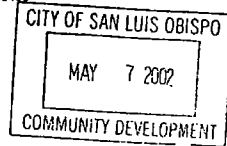
Dear Mr. Matteson:

Unocal has reviewed the Draft Environmental Impact Report (EIR) for the Airport Area and Margarita Area Specific Plans and Related Facilities Master Plans (Plans). We appreciate the City's efforts to complete the Plans and California Environmental Quality Act (CEQA) process in a timely manner. Unocal looks forward to being an active participant in the planning process. We share the common goal of appropriate development, protection of open space, and provisions of adequate public facilities.

The timing, flexibility, and costs of implementation of the strategies and requirements of the Specific Plans will affect the likely success of the Plans. Based on our review, not only will the City and private land owners need to work together, but many other regional, state and federal agencies will need to share a common goal to achieve the planned results. Our review and comments on the Draft EIR focused on larger issues that affect the potential for successful development in the area, items that directly affect Unocal owned property, and items and issues that could affect the defensibility of the CEQA document.

Within the Airport Area, Unocal owns over 340 acres of land that is referred to as the "Tank Farm Site" in the Draft Airport Area Specific Plan (AASP). Unocal owns an additional 20 acres in the Airport area separate from the Tank Farm Site. Many of the following comments on the Draft AASP and Draft EIR concern the development aspects of the AASP. Unocal, the RWQCB, and a panel of independent experts on hydrocarbon remediation are currently in a cooperative process to characterize the extent of contamination and its impacts to surface and groundwater resources in the area. Unocal's primary objective is to define and resolve environmental issues associated with the site. Land use designations and development concerns are secondary but important concerns for the property.

Of importance to the proposed AASP will be Unocal's or subsequent owner ability and timing to develop portions of the former tank farm site. If development of the former tank farm site is delayed and associated developer fees not available, there could be a substantial impact on implementation of the Specific Plan. To assist the planning and development process, the City, other appropriate agencies, and Unocal would benefit from the establishment of procedures to allow for review and approval of development at



May 3, 2002
Mr. Glen Matteson
Page 2

the former tank farm site. Unocal will be commenting in more detail on the Draft AASP in the future, but has the following general comments regarding the Draft AASP:

Airport Land Use Commission – According to the Airport Land Use Commission, the Draft AASP is inconsistent with the current Airport Land Use Plan (ALUP) and with the amended ALUP that is being considered by the Commission. The Draft AASP/EIR does not indicate if the inconsistencies need to be resolved prior to approval of the Plan.

Land Use – The designation of all developable land on Unocal property as Business Park should be reconsidered. Examination of the last 10 years of development indicates that a zoning designation allowing more flexibility in land uses including Business Park, Service Commercial and/or Manufacturing would be far more responsive to the market needs of San Luis Obispo.

Public Facilities Costs – According to the Draft AASP the total cost for public facilities to be funded by Airport Area impact fees is over \$27 million. Many of the improvements to wastewater, transportation, and storm water drainage systems appear to benefit the City as whole including future developments outside the Airport Area. These public facilities costs should be allocated fairly to all that benefit from the improvements.

Airport Area Impact Fees – The \$27 million cost results in fees totaling \$14,280 per 1,000 square feet for Business Park development, according to the city Pro Forma. The City compares this fee to the County fees and on-site costs (\$5,520 per 1,000 sq. ft) and states that greater floor area ratios support the difference of \$8,760 per 1,000 sq. ft. A review of Table 8.1 in the Draft AASP shows an estimated 2,054,921 sq. ft. of Business Park to be developed on 147.4 acres. That yields a floor area ratio of approximately 32%, a ratio similar to development within the County. This indicates the increased fees are not supported by significantly higher floor area ratios. The amount of impact fees should be reevaluated, considering they may become a disincentive to City annexation.

For your convenience, we have summarized our Draft EIR comments on the following issues: land use categories and allowable uses, Water System Master Plan, Storm Drain Master Plan, circulation and transportation, hazardous materials, and mitigation measures.

Land Use Categories and Allowable Uses

The baseline land use conditions in the Draft EIR are not clearly established to allow for an evaluation of impacts for the proposed changes in land use designations. The Draft EIR does not compare the existing County plan build-out condition to the potential build-out that would occur from implementation of the proposed Specific Plans. An overlay or other means of comparison would assist the general public and landowners in understanding the direct and indirect effects of the proposed project.

For example, the Draft EIR presentation (page 3A-14) of Impact LU-2: Consistency of Proposed Specific Plans with County General Plan Policy is limited to a discussion of land south of the planning area. Additionally, there is no evaluation (page 3A-29) of Alternative 4 (No Project Alternative). Without the required information, the Draft EIR cannot be used to determine the potential impacts of Specific Plans.

The Draft EIR (page 2-3) describes the Airport Area Specific Plan Objectives. Open space protection, conservation and restoration appear important elements of the Specific Plan; however, the actions required for development and maintenance of the open

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space are not defined in a manner to allow for an analysis of potential impacts. The Draft EIR does not define who will own the land proposed for wildlife preservation, how it will be developed, and what management activities will be required to ensure the preservation. There are several other items that need to be further evaluated as part of the proposed Specific Plans. These items include future agency requirements for site activities regarding the on site petroleum hydrocarbons and requirements of resource agencies such as the U.S. Army Corp of Engineers and California Department of Fish and Game. The Specific Plans should account for a reasonable range of actions that may be required by other agencies, thereby affecting development scenarios.

9-6
cont.

The allowable uses in many of the land use categories appear limited. While the anticipated uses described represent well-planned development, it is unclear if the development actually would occur. The Specific Plan should guide development through an established set of goals and objectives, but at the same time the Specific Plan must be flexible. Development will occur over several years and the Specific Plan needs to recognize changing market conditions and the Draft EIR should evaluate impacts that could reasonably result from different development scenarios.

9-7

The Specific Plans (Table 4.3) describe allowed uses by land use categories. The basis for the impact analysis in the Draft EIR is not clear for many of the environmental issue areas. Where appropriate, the analysis should be based on assumptions that capture potential impacts. While "cleaner" uses may be preferred in the Business Park areas, market conditions may warrant "heavier" uses with more raw materials required and goods being produced. The impact assessments for environmental issues such as traffic and transportation, air quality, noise, etc. should include development scenarios that ensure the reader and decision-makers have all of the information necessary to make an informed decision.

9-8

Water System Master Plan

Water supply to support continued development in the region has been and is a long-standing concern. The Draft EIR (page ES-10) lists "water supply and availability" as an area of controversy raised during the Initial Study and it remains a major issue for resolution. For the most part, the Water System Master Plan Recommended Improvements provide improvements in operating efficiency and emergency services. The Water System Master Plan Recommended Improvements do not appear to substantially increase the water supply to the City and areas that may be annexed into the City.

9-9

The Draft EIR (page 2-6) describes treatment plant and distribution improvements as the major elements of this part of the project. The Draft EIR (page 3H-11) also mentions "three major water projects" the City is pursuing and that the City intends to obtain a supplemental water source. The certainty and likelihood of success of these projects is unclear. It is speculative to consider these projects as part of the existing setting or baseline to evaluate the impacts of the Specific Plans. In addition, the City should be aware of a Kern County judge's¹ decision to find an EIR deficient because the EIR failed to demonstrate there was adequate water supply for the build out of a project. This and other court decisions regarding water supply to support new development suggest that EIRs need to clearly document and demonstrate that adequate water supply is available to support a project and not rely on finding future sources of water.

¹ *United Water Conservation District v. County of Los Angeles, #239324 (Kern County Superior Court, May 2000)*

The availability of water to support the development described in the Specific Plans is a concern. The Draft EIR (page 3H-11) states the amount of water available "... will not support build out of the Airport Area or the Margarita Area." Based on this information and the concern of the speculative water supply projects discussed above, the Regional Setting contained in the Draft EIR should be revised.

Additionally, the impact assessment on water supply and distribution facilities (page 3H-18) does not acknowledge the speculative nature of available water supply. Instead, the Draft EIR simply states the water demand is similar to the City General Plan; therefore, the impact is considered less than significant. The Draft EIR also states the City General Plan EIR considered the impacts on water resources as a significant irreversible effect. It is unclear why being "similar" to a significant effect makes the same effect less than significant in a subsequent CEQA analysis. The Draft EIR conclusion is not supported by facts and information in the Draft EIR.

9-10

If the development, as described in the Specific Plans, cannot occur without additional water supply/sources and the potential water supply is speculative, the entire foundation of the Specific Plans and Draft EIR are in question.

Storm Drain Master Plan

The Draft EIR discusses the stormwater and drainage improvements proposed to allow additional development in the Airport and Margarita areas. The timing, cost, and impacts of these improvements will affect the successful orderly development in the area. If development occurs over an extended period, or at levels below the Specific Plan estimates and available funds for improvements are similarly reduced, the Plans should identify when development must stop or be modified to ensure protection of downstream property. For example, if based on market or other conditions, the Margarita area is developed first there could be significant impacts on downstream property. The implementation of the Specific Plans and Draft EIR assessment need to be further defined to ensure impacts are understood and mitigated as necessary.

9-11

The Draft EIR (page ES-6) discusses public improvements to storm drain facilities located on Unocal property. It is Unocal's understanding that these improvements will be designed, permitted, and constructed by the City. Unocal further assumes the Plan includes funds necessary to acquire the right-of-way for the public facilities.

The Draft EIR (page 2-8) describes four storm drain projects; however, from a review of the impact discussions in the document, it is unclear if the analyses of direct and indirect impacts associated with these projects was performed. For example, the Biological Resources section in the Draft EIR describes the total areas of different habitats and resources that exist as part of the setting/baseline. However, it does not quantify what if any impacts are related to the storm drain improvements, and if there are feasible alternatives that may reduce the impacts. An additional concern related to the proposed storm drain system, and not discussed in the Draft EIR, is the potential for indirect impacts to wetlands and other important habitats on the Unocal property that could occur from the diversion of surface water to the new and modified channels. The EIR should evaluate these potential impacts.

9-12

Other than stating (page 3H-19) the increase in developable area is similar to the increase anticipated in the General Plan, there is no documentation or assessment to determine if the proposed stormwater channels will have sufficient capacity. The Draft EIR conclusions should be based on technical analysis. An evaluation should be

9-13

Included in the Draft EIR as development up and down stream of the channels may have changed since publication of the General Plan, and the details included in the proposed Specific Plans may affect assumptions of the General Plan.

Circulation and Transportation

The Draft EIR (page ES-4 and 3D-24) discusses numerous roadway improvement projects. Many of the projects are on or adjacent to Unocal owned property. It is Unocal's expectation that these improvements will be permitted and constructed by the City with the possible exception of Santa Fe Road and the "Unocal Property Collector." While the timing of the roadway improvements are presented in "fair share" mitigation measures (T3-1, T-3.2, T-3.4, T-3.5, and T-4.1) if development lags expectations and traffic increases, there may be inadequate funds available for the improvements. The Draft Plans and EIR should be flexible as the size and design of the roadways should be commensurate with the development. The Draft EIR should include an assessment of potential development scenarios.

The Specific Plans (page 4-22) Policy 4.13 requires Unocal or successor to provide design plans and other items for the improvement of Tank Farm Road prior to substantial development. However, the Specific Plans designate the vast majority of Unocal's property as open space. The requirement for landowners and developers to fund improvements in developing areas is a common practice. However, it is not appropriate to require the owner of open space to fund these public improvements, as there will be no benefit to the owner from the improved access and circulation. If the Unocal property cannot or is not substantially developed, many of the assumptions in the Traffic and Circulation Chapter of the Draft EIR require revision. The environmental assessment in the Draft EIR appears to be based on "best case" development. The EIR should be based on substantial evidence that would yield a reasonably feasible assessment.

It should also be noted that Tank Farm Road serves substantially more motorists than local properties along Tank Farm Road. Tank Farm Road is used by many in the City and County as a route to cross the Airport Area. Existing conditions along Tank Farm Road include delays during busy periods and safety concerns related to ingress and egress with vehicles operating at high speeds. As there is an existing need for improvements and there will be regional benefits from improvements to Tank Farm Road, some of the costs should be derived from regional sources.

The Draft EIR describes numerous transportation projects; however, from a review of the impact discussions in the document, it is unclear if the analyses of direct and indirect impacts associated with these projects was performed. As discussed above, the Draft EIR does not quantify impacts related to the transportation improvements and if there are feasible alternatives that would reduce the impacts.

Hazardous Materials

The Draft EIR provides a general overview of conditions and status of the petroleum hydrocarbons at the former tank farm site. The regulatory closure process is not yet complete for determining the extent and type of remediation to take place on site. While we agree with continuing the planning process, it should be noted that there currently is not a firm schedule to complete the closure process.

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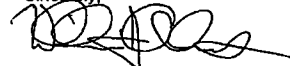
9-18

Mitigation Measures

Listed below are comments and suggestions to some of the mitigation measures contained in the Draft EIR:

- BIO-8.1 appears to be focused on the construction phase of projects. If this is correct, the measure should be revised and clarified to avoid confusion and unnecessary actions. 9-19
- BIO-9.1 suggests the use of the Unocal site as a possible mitigation location for Congdon's tarplant. While Unocal does not have specific plans for this area, other developers should not assume Unocal's property would be available to mitigate their impacts. Also see page 3C-15 of the Draft EIR which references Airport Area Specific Plan Goal 3.4 as a measure for protection of wetlands in the area. Again, other landowners and developers should not assume Unocal owned property will be available for their mitigation as Unocal's remediation or other activities may affect these wetlands. 9-20
- T3-1, T-3.2, T-3.4, T-3.5, and T-4.1 are described as "fair share" measures. The Draft EIR indicates the City will determine the developments fair share. This undefined measure will affect the feasibility of development. The measure should be changed to provide necessary information and structure to allow for an evaluation of the reasonableness of the mitigation measures. 9-21
- HAZ-1.1 should be revised to include a minimal quantity. As currently proposed, the measure would apply if only one quart of a hazardous material would be used. This requirement would make project implementation nearly impossible. 9-22

Once again, thank you for the opportunity to participate in this important process. We look forward to continued discussions concerning these issues. We are available to meet and discuss our comments at your convenience. For additional information I may be reached at (805) 784-0494.

Sincerely,

William J. Almas

Responses to Comments by Unocal 76, William J. Almas

Response to Comment 9-1: The inconsistencies have been reviewed, and the AASP has been revised to be consistent with the ALUP. The subsequent revisions to the EIR have been incorporated, as shown in Volume II of this final EIR.

Response to Comment 9-2: This comment, requesting a change in the land use designation, has resulted in a revision of the project description that would designate most of Unocal's developable property as Services and Manufacturing. The project description changes are shown in Volume II of this final EIR.

Response to Comment 9-3: The comment is noted. Detailed modeling was used to assign the correct percentage of public facility costs to the appropriate beneficiary. It should be understood that the "city as a whole" does not actually need the facilities included in the facilities master plans, but certainly will benefit from some of them. Likewise, the developers in the Airport and Margarita Areas will benefit from existing facilities in the rest of the city.

Response to Comment 9-4: The comment is noted. The comment pertains to the AASP and impact fee program rather than the EIR.

Response to Comment 9-5: The analysis of proposed changes in land uses focuses on the change in currently adopted City general plan designations to the AASP's and MASP's proposed land uses (as stated in Impact LU-1) because the project area is contained within the URL and, as such, has been marked for future annexations to the City, with the exception of the Avila Ranch area, as described in Impact LU-2.

With regard to the No-Project Alternative, page 5-8 of the draft EIR states that, although this alternative would avoid the impacts associated with development of the project area, the alternative would not comply with the designated land uses of the City or County.

Response to Comment 9-6: The comment is noted. Biological effects and monitoring are described in Section 3C, "Biological Resources." Hazardous materials effects are described in Section 3G, "Hazardous Materials."

Response to Comment 9-7: The comment is noted. Allowable land uses are those previously established by the City General Plan Land Use Element and the County General Plan Land Use Policy. Anticipated uses would be implemented only after the proper planning processes have taken place to ensure consistency with City and County general plans. Chapter 5, "Alternatives Analysis," compares impacts that would occur under different specific plan development scenarios.

Response to Comment 9-8: The comment is noted. Each of the resource areas evaluated in the EIR is analyzed comparatively using the development scenarios of the proposed project and Alternatives 1, 2, 3, and 4.

Response to Comment 9-9: The comment is noted. The Water System Master Plan was never intended to address water supply issues. Water supply is addressed in the City's Urban Water Management Plan and the annual Water Resources Status Report. See the response to Comment 6-3 for the status of the City's "Tier 1" water supply projects. In addition to the Tier 1 projects, the City is participating in San Luis Obispo County's Nacimiento Water Supply Project and furthering the Salinas Reservoir Expansion Project.

Response to Comment 9-10: The comment is noted. For further explanation of water supply issues, see the responses to Comments 6-3 and 9-9.

Response to Comment 9-11: Revisions have been incorporated in the project description to reflect updated storm drainage plans for the Margarita Area. The revised project description is provided in Volume II of this final EIR.

Response to Comment 9-12: The comment is noted. The evaluation of storm drainage effects on biological resources is tiered from the analysis in the City General Plan EIR of the same type of impacts. As such, the level of detail is sufficient to address potential drainage impacts on biological resources (State CEQA Guidelines, Sections 15152[c-e]; Public Resources Code, Section 21083.3).

Response to Comment 9-13: The comment is noted. Tables 3B-2 and 3B-3 describe the capacity deficiencies of the channels in the project area. The evaluation of capacity deficiencies is adequately tiered from the City General Plan EIR, and the level of detail provided in addressing these impacts is also adequate (State CEQA Guidelines, Sections 15152[c-e]; Public Resources Code, Section 21083.3).

Response to Comment 9-14: The comment is noted. Alternatives 1, 2, 3, and 4 address development scenarios that could occur if the proposed project were not implemented. Chapter 5, "Alternatives Analysis," also presents a comparison of these alternatives.

Response to Comment 9-15: The comment is noted. Policy 4.13 does not require "Unocal, or its successor's in interest" to fund the improvements of Tank Farm Road. The requirement is simply to fund the preparation of improvement plans for that portion of the road.

Response to Comment 9-16: The comment is noted. The existing two-lane Tank Farm Road has sufficient capacity to carry existing traffic volumes. New development will increase traffic and is responsible for necessitating corresponding improvements.

Response to Comment 9-17: The comment is noted. Please refer to the description of the methods used in evaluating traffic and circulation impacts (page 3D-20).

Response to Comment 9-18: The comment is noted.

Response to Comment 9-19: The title of Mitigation Measure BIO-8.1 has been revised, as shown in Volume II of this final EIR.

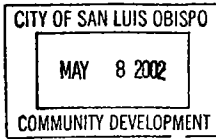
Response to Comment 9-20: The City does not assume that Unocal is obliged to allow for mitigation on Unocal-owned property. The text of Mitigation Measure BIO-9.1 has been clarified, as shown in Volume II of this final EIR.

Response to Comment 9-21: The comment is noted. The use of “fair share” is a common planning principle and practice. Negotiation of each developer’s fair-share contribution is not part of the environmental process.

Response to Comment 9-22: The comment does not accurately interpret the intent of the mitigation measure. The mitigation measure is intended to ensure that construction activities that could result in the discovery of known or unknown hazardous materials will be conducted in accordance with appropriate hazardous materials laws and safety procedures. Furthermore, the depth of each management plan would be directly related to the known presence of hazardous materials at the site.

May 8, 2002

P. A. MANNING COMMISSIONER
Community Development Department
City of San Luis Obispo
990 Palm St.
San Luis Obispo, CA 93401



RE: Airport Area Specific Plan EIR

Dear Community Development Department,

Letter 10

Vision Statement is Empty! In reading the Vision Statement on the Airport Area Specific Plan News, I am wondering why the city is putting so much of the cost of development to the property owners rather than from the city's general fund or from tax revenue garnished from the newly annexed area. Reading the Vision Statement, one is led to believe that the only reason we are annexing the airport is for the benefit of people outside of the Airport District. According to the Vision Statements, the primary stakeholder seems to be city planning staff and their supporters. In the Vision Statement I see TOTALLY MISSING a vision that reflects any of the needs, concerns and desires of both property owners and businesses and employees that might like to locate or work in this area.

The following concerns come to mind regarding the emptiness of the official Vision Statement as to real content.

- **Healthy wildlife habitat on creeks, marshes and native grasslands:**
The first statement reads like text directly out of a university textbook on urban planning. I'm not sure how it relates directly to an industrial area or an airport, but it does read like a statement that follows a certain political agenda, not necessarily a land use agenda.
- **Neighboring crop and grazing land as a community greenbelt:**
This is quite surprising. On a referendum, the community of San Luis Obispo voted down the concept of a greenbelt. I see the Planning Department, in spite of a public vote to the contrary, is still pursuing this concept. What you now call greenbelt, prior to 1970 was called land for future housing. This was a legitimate use for this land and rezoning it open space has resulted in destruction of the housing market, distortion of the housing patterns in the county and overall has been a boon to the existing property owners and a disaster to everybody else. How this is part of a vision when it will produce jobs, yet no housing for jobs created. Perhaps it is a "blurred" vision? An elitist vision? Definitely a vision with no moral responsibility to provide the housing for the new jobs created.
- **Suitable sites for business providing jobs that can support local households:**
This Vision Statement is spoken again like a textbook phrase. What does it mean, "suitable site?" Suitable in the eye of a City Planner, or suitable in the eye of a commercial business wishing to locate here? From the looks of this plan, the word "suitable" will be more likely a problem than a positive attribute.
- **Compatibility with airport operations:**
Certainly the Airport District, being near the airport, one would expect compatibility with airport operations. Already existing zoning laws limit the type of businesses allowed in every area of the city and county. I'm not sure how much "vision" it would take to include this as a Vision Statement, or why it even needs to be included considering existing laws and zoning regulations completely cover this without any additional effort or "vision."
- **Attractive development that fits San Luis Obispo:**
This is another statement out of a planning textbook. "Fits San Luis Obispo" obviously implies that the planners and other City Hall bureaucrats know what we need, know how to plan it and

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plan to have us do it their way. Certainly the planning document that has come out of this vision reflects this type of attitude and view; however, this is merely a subjective statement meant to empower planners and bureaucrats and has nothing to do with any vision by anyone.

- **Views of nearby hills and mountains:**
For this to be one of seven Vision Statements on which a whole annexation plan is based is again surprising. What could be more obvious than the views of the mountains? It is impossible to block them completely and it is impossible not to block them partially. Therefore, any extreme effort to orient buildings or manipulate construction as to be more expensive and to provide more "views" is a misdirected priority. The view is the one thing that, due to the height restriction that comes with being in the Airport District, it would be impossible to ruin.
- **High levels of police and fire protection and utility service:**
Finally, we come to an item that actually might benefit the property owners. Certainly being annexed to the City of San Luis Obispo would mean that the property owners would be the recipients of excellent police and fire protection. There could be no doubt of this, and this is one of the primary reasons being annexed is a benefit. How much this is a vision or part of a vision again I am not sure as it is the basic underlying attributes that the city is offering to the property owners in this area. To say this would come without any "vision" is an understatement.

Now that we have talked about the various elements of the Vision Statement, we find that many of them don't appear to be visions, but political statements. Overall, out of all of the statements in the Vision, there seems to be *nothing that reflects a vision that a property owner wishing to build would have or that a business owner wishing to build or relocate a facility would have.* The Vision Statements seem to be those that come out of committees, out of planning departments and from planners. Nothing in the Vision Statement would seem to reflect the input from the wide variety of property owners, business owners, business associations and working-class residents of the community that are claimed in the paragraph preceding it.

Perhaps staff is confused with taking input from citizens and actually using it and reflecting it in the document. Merely hearing citizens speak counts for nothing unless their critical concerns are reflected in the final documents.

Overall, this plan is flawed. It starts with a Vision Statement based entirely upon textbook planning goals and theoretical ideals. It is a plan strong in socialistic vision and "politically correct" goals, but it leaves out all the visions that would have come from property owners, business owners, developers, entrepreneurs and the actual people that will make this area happen. It is horribly flawed and very empty as far as a moral vision (housing) or commercial vision (commerce).

A Vision Statement should be inclusive. This document is inclusive only of central planners and their supporters.

- It fails to put sufficient weight on the stakeholders in the Airport District.
- It fails to accommodate housing for the jobs it creates.
- It fails to create opportunities for local businesses to economically expand or build.
- It fails to properly spread out costs to the actual users of the infrastructure.
- It fails to separate out Suburban Road and Horizon Lane from standards and fees that are totally inappropriate.
- It fails to do anything to mitigate the transportation pollution and congestion caused by created jobs without housing.

From a plan with such a shallow, narrow concept of vision, the results that can be arrived at are primarily fetish over function and eclectic demands over economy and purpose.

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cont.

Comments on the Draft EIR and Airport Annexation Plans

There are many serious concerns regarding the EIR and Draft Plan for the proposed Airport Annexation District. This looks like another extensively documented, overly planned-out project coming from the city of San Luis Obispo's Department of Community Development. The fault of this plan will not be a lack of college-level drawings, pretty pictures and socialist planning theories, but will be with an actual pragmatic realization of the community needs for this type of development.

In general, it seems that there is far too much effort and concern being put into design standards and beautification and gentrification considerations for a commercial and industrial neighborhood. Too much concern for pedestrian and bicycle needs relative to any possible transportation use.

Putting the visual priorities of planners and office jockeys ahead of the intended industrial users, workers, property owners and people who will be in this district is not the best way to develop plans. Putting the needs of people who drive by and glance out their windows ahead of the actual users and owners of the spaces is not the best way to make a plan.

After hearing the testimony, it appeared that the designers and developers of this plan seemed to think that by making it pretty enough, cutesy enough and beautiful enough that they will draw high-class head-of-family jobs to San Luis Obispo County. It cannot be argued that we need these jobs; however, an approach that makes the development that we put in as expensive and restrictive as possible is not the BEST way to get the needed head-of-household jobs.

Medians in industrial parks. Medians are too often planners' delights and everybody else's nightmare. Throughout this development plan, medians are put in wherever possible, eliminating the center turn lane that industrial parks find extremely useful and beneficial to clients and vendors.

Eliminating the center turn lane in the wide streets and substituting a median makes the development functionally inferior. Center turn lanes in industrial districts require no maintenance and provide *staging grounds for trucks* and turning. They add both utility and safety to the neighborhood and in the long run usually look better because the center median strip is frequently poorly maintained.

I would urge you to reconsider the medians that you so love and that are so expensive. If indeed you insist on medians they should be looked at as part of the contribution the city puts in from the tax revenue it gains rather than a burden imposed upon the property owners. Medians are a mistake. If you look through large commercial districts with or without medians, talk to the tenants, talk to the people actually involved in using these districts, you will find that wherever possible, especially away from main traffic corridors, do not put medians in. Instead, they allow the utility, safety, economy and function of center turn lanes to benefit all.

Having said that with the entire project in general, I now need to get down to my specific and serious objections to parts of the plan being proposed by the planners for the Airport Annexation area.

1. Mobile home park in Airport Area needs expansion! In the last 25 years of San Luis Obispo's growth, we have only eliminated affordable mobile home park spaces and added none. This is finally an opportunity to add some low price mobile home spaces and I see none being added with this project.

If actually meeting the community's needs is important, some housing must be provided for the many jobs that we are proposing to create (Margarita will be too expensive to count at all towards this). We should be proposing increasing significantly the area of the mobile home park. Please consider enlarging by 50%,

100% or even 200% the area zoned for the mobile home park, therefore creating much needed affordable housing for our community. We need less lip service and more action for affordable housing.

2. Expenses for widening of Tank Farm Road unfairly allocated. Planning staff has allocated 100% of the expense of widening Tank Farm Road to the new development happening in the Airport Annexation District. This is a bit ingenuine at best. The traffic level on Tank Farm Road at peak time is already at or exceeding capacity. Although the new developments in this area will certainly add to the traffic on Tank Farm Road, they will not in any way be responsible for doubling the traffic, yet they are going to be held accountable for the expense of doubling the roadway capacity. The difference between the effect of the development and the remedy seems to be quite great. The Airport Annexation area seems to be paying 100% for some serious costs on Tank Farm Road that are primarily associated with general city growth, not with the Tank Farm area development. Paying your way is one thing—going way beyond paying your own way is another. Overall the Airport Annexation and Tank Farm Development will account for less than 20% of Tank Farm Road traffic when completed. It is not appropriate to pass all this expense to so few actual users.

3. All contamination remedies seem backwards from best solution. Overall, the approach planners are taking towards the contaminated oil plumes on the Unocal property appears to be keeping them as open space in most instances, allowing water to continually infiltrate, and then monitoring the land a lot.

A better approach would be to take the contaminated portions and make sure there is development on top of them. This way, 100 percent of the land is covered, and water is kept from ever entering the soil. Any petroleum contaminants beneath the soil would be permanently stabilized, and the water table would be permanently protected.

The approach wherein we do the opposite would seem to be the reverse of wise planning. Many communities have used this approach and by refusing to let any water permeate the soil by developing commercial districts on top of it, the entire problem is stabilized and reduced to an absolute minimum. Our approaching it in entirely the opposite direction would seem unwise.

I do not see how our approach in any way addresses stabilizing the oil contamination on these sites. Development above them is the obvious and simple answer, and yet it is not being considered.

4. Pay its own way. The city has stated that annexation must pay its own way. This sounds reasonable on the surface; however, I am puzzled that on one hand the city is going to be receiving a half to three quarters of a million dollars a year worth of sales tax revenue once the annexation happens. It would seem to me that this project could still be considered paying its way if part or all of this revenue was used to pay the city's fair share to develop the infrastructure in the area that is producing the revenue. This is what the city typically does on large projects with single large developers—why not the airport area?
5. Paying its own way—what this means is inconsistent at best. When figuring what it means to pay its way, the city is very inconsistent and arbitrary. When it comes to extending Prado Road across the freeway, it appears the city is willing to give up up to twenty or thirty years of sales tax from the Dalidio project in order to build an overpass. This is one version of paying its way.

When it comes to the Copeland Project, paying its own way has another unique interpretation. With the Copelands' first project they were given 50 parking spaces they did not earn for free. With their second project, paying their own way meant buying extremely valuable city property below market value without an open bid process or even evaluating better uses. It meant getting special deals from the city regarding parking, and it meant giving the Copelands parking that didn't even exist. How this is paying their way is again a complete mystery to me. It looks like other major subsidies and special benefits going to the town's largest property owner/retailer/developer. Yet a different version of paying its way.

10-3
cont.

10-4

10-5

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10-3

10-6

Previously, the city has given large amounts of city sales tax and revenue to a single developer to make that developer's project happen. This has occurred on two separate occasions. Now, in the name of the project "paying its own way" for the Airport Annexation District development, the city is unwilling to contribute anything to this project. The city will be receiving large amounts of sales tax from this project, but is unwilling to give anything back to the Airport Area except expensive standards that will be costly to meet and expensive to maintain. These standards are designed NOT for the Airport District businesses, but for the benefit of planners and elitists. Let the beneficiaries pay their fair share.

This lack of consistency in the concept of paying your own way would appear to me to be a major unfairness and inequity in the city's approach to the Airport Annexation District. If indeed they are going to treat projects like they have in the past regarding sales tax, then it would only be fair that part of the sales tax generated be considered part of the Airport District and be used for the initial infrastructure. By doing this, some of the exorbitant costs that staff recommends being passed on to the property owners could be mitigated and structures could be built more affordably, offering better economic values for all. Likewise, the actual users (who are not the Airport District businesses) could pay for some of the "fetish" elements for pedestrians and bicycles.

"Paying its way" should have the same type of interpretation for all types of projects. Currently, each time a project comes before the city the concept of paying its own way seems to be manipulated in favor of one special interest group or another. In this case, the special interest group happens to be planners and city staff members (pretending to represent the public); however, they still represent a special interest group and one that doesn't have to ever pay for all the special interests they desire to have others pay for. A typical case of "Paul" having "Peter" pay for what Paul wants...Paul thinks it's a fine idea.

6. Overestimation of future tax revenue with the type of development planned. The planners at City Hall seem to think that these new large-scale industrial buildings and business parks they are planning to build will generate a lot of extra new sales tax revenue. They base this on the sales tax revenue generated by the smaller local business spaces in our existing commercial areas. Unfortunately, without the economic expertise to evaluate the reality of this, they are left with at best a marginal conclusion. The reality of the way it works for businesses is the larger the business the less sales tax revenue they generate per square foot. This means that the bunch of lesser looking lower class buildings on Tank Farm Road (like the little centers with the 2,000 square foot spaces) generate far more sales tax per square foot (usually by a factor of three to ten times as much) as do large major firms. I feel this has not been factored in to the overall mix of the project and therefore will result in future sales tax revenues that will fall short of staff's projections.

The kind of project that we wish to put in at the end of Suburban Road is the exact kind of project that will generate the highest sales tax per square foot. It will be the type of space rented to smaller local businesses that buy tons of local services and spend lots of tax money. The standard being proposed will make our project and goals economically not feasible.

7. Economic vitality and viability damaged. Economic viability is not created by pretty roadways and fancy buildings, but by availability of employees and reasonably priced facilities. Availability of employees depends 100% on local housing and the availability of reasonably priced facilities depends 100% on limiting excessive planning demands. Much of the planning document talks about designing the area for bikeways and pedestrian travel. This is a misdirection of effort and should be minimized. This area has little pedestrian traffic and little bikeway traffic. Due to the fact that housing for future jobs is not being built near them there is no point in further carrying out the farcical pretense that building bicycle paths and other pedestrian services will be helpful. How are people who live in Atascadero, Paso Robles and Arroyo Grande going to be able to bike or walk to work? Such improvements would be worthwhile if housing had been built according to the pre-1970 general plan, and all this would make sense. Housing would have been built around the city, the housing for the jobs we have created would be in the area surrounding the jobs, and

bikeways and other such improvements would make sense. But as planning has totally failed the community in regards to housing, trying to make up for it by imposing excessive bicycle-people-friendly requirements when there aren't people on bicycles or walking is absurd.

Other than one decent bike lane on Tank Farm Road, bikeways and pedestrian paths should be 100% at the city's cost, as they serve no transportation function, only recreational, open space and political values. This is part of what the city should pay for with sales tax money it receives from the Airport District—all the frills and things that benefit only the city's goals and fetishes and don't significantly benefit the property owners in the area.

8. Suburban Road inappropriately included in setting development standards and fees for the airport annexation. Concerning the Suburban Road/Horizon Lane portion of the plan. It appears that the design standards that may or may not be appropriate for a new industrial park in a totally undeveloped portion of the annexation area are being inappropriately applied to Suburban Road and Horizon Lane portion of the Airport Annexation area.

Suburban Road and Horizon Lane are mostly developed already. There are a limited number of empty properties to be developed (only four properties are undeveloped on Suburban Road), and these should be developed according to the development standards that the existing road has been using as it's been developed. There is nothing to gain by imposing the new expensive standards on this area when it is mostly developed in a manner that does not fit these standards whatsoever. These standards will add great expense without any value being added for anyone.

Suburban Road and Horizon Lane need to be allowed to develop in a natural manner. Many of the projects left to develop there will be different and no doubt uniquely tailored to our area's needs. A few unfortunate property owners will be seriously penalized and made to pay for improvements that have nothing to do with Suburban Road and Horizon Lane if these new industrial park standards are imposed. The standards being proposed are mainly designed for large firms. The proposed improvements for the Airport Annexation will have nothing to do with people owning property on Suburban Road and Horizon Lane and their properties and will have nothing to do with any benefit they could hope to ever receive from annexation.

Community Development Director John Mandeville has already admitted that, in figuring the overall development costs, the folks on Suburban Road have been averaged in to the general project. This is extremely inappropriate, as Suburban Road is not the same situation, would not receive the same benefits and would only be economically harmed by imposing inappropriate standards and fees to such a small portion of the Airport Annexation area.

9. Suburban Road will not benefit from the expensive standards relative to cost. The city water main currently goes down Suburban Road to within a few hundred feet of the end. Curbs and gutters are in and streets are in on more than half of Suburban Road, and portions of curbs and gutters are in on Horizon Lane. As in the past, as each project is built, property owners have put in their portion of the roadway improvements. With no extra cost beyond the cost of providing services, this could continue to happen without putting an additional unfair burden on the property owners for improvement, and standards that have nothing to do with them. It also places no financial burden on the city to continue developing the Suburban Road area with existing standards.

We own property in the Suburban Road area and have been planning for more than five years to build a warehouse complex. Our concept of our project that we want to build that we feel the town needs apparently does not fit into the expensive standards proposed for the Airport District.

Under current standards we can build our building and rent smaller spaces affordably for local businesses that are either starting up or are smaller in size. Under the standards proposed by the Airport District

10-6
cont.

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10-8

10-8
cont.

10-9

10-10

Annexation Plan, the costs imposed by the city will make this type of project economically unfeasible. This will destroy the very kind of startup locations that our town is so short of and needs so desperately in favor of fancy improvements for an industrial park portion located elsewhere in the project.

10-10
cont.

Ernie Ball rezoned, developed and *annexed* 13 acres into the city in 1996—their total fees were for 317,000 square feet of building, and came to \$36,373.00, or 11.5¢ per square foot.

Spice Hunter annexed in 1999. Their 295,000 square foot building paid \$175,847.92 on fees. This is roughly 60¢ per square foot.

Both Ernie Ball and Spice Hunter received the same benefits and services as is proposed for Suburban Road except we pay 13 times as much as Spice Hunter and 75 times as much as Ernie Ball paid per square foot.

The Copelands built 5,257,700,000 square feet in the county in 1988. They paid 10¢ per square foot.

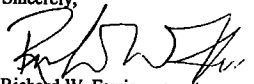
How can \$8.00 per square foot be appropriate for Suburban Road and Horizon Lane? Unless staff can show an additional \$7.50 in costs that didn't exist for these projects, I don't see how their proposed fees are reasonable, proper and bear any relationship to the services provided. The fee seems more like an unrelated tax that would be illegal under Proposition 218.

It only seems reasonable when land is converted from Ag and other low caliber uses to industrial and commercial that there would be more costs involved than land that is already zoned industrial and already has most, if not all, of the improvements in.

Lumping Suburban Road in with undeveloped area may be easy and convenient for staff, but it is totally inappropriate, unfair and absolutely unreasonable.

14. No new fees for Suburban/Horizon area. If each portion is to pay its own fair share, then the Suburban Road portion of the Airport Annexation District needs to be separated out and treated separately. As this section is too far along to benefit from the new standards, I would propose the new standards be not applied. An entirely separate fee schedule should be made up for this area that reflects the actual costs of the city providing the services to the Suburban Road area only. It is not only unfair to lump us in with all the rest of the undeveloped land in all the rest of the project, but it probably borders on being illegal.

I need for staff to provide documentation regarding the cost benefits of the undeveloped property owners for Suburban Road and Horizon Lane in regards to this annexation. I will be most curious to see how the cost of nearly eight dollars per square foot for city services can be justified considering how relatively little extra work it will be to service Suburban Road relative to the totally undeveloped theoretical industrial parks that exist only on paper. Lastly, I ask staff to show how the developing of Suburban Road should have anything to do with the design standards for your yet non-existent industrial parks elsewhere in the Annexation area.

Sincerely,

Richard W. Ferris, property owner *Arapant District*
303 Higuera St.
San Luis Obispo, CA 93401

10. Unnecessary sewer trunk. According to the plans for the Suburban/Horizon Lane area, I see a main sewer trunk put down the rear of Suburban Road. This would seem to be a waste of time and money. The existing businesses that are hooked to the city are already hooked to the sewer system, and those businesses further down are successfully on leach lines. Although most property owners would certainly enjoy water service so as to eliminate the on-site storage requirements, existing leach lines are in and working and at present causing no problems. It's hard to imagine how the few properties left to develop could ever economically make sense out of paying for a main sewer trunk that would only serve mainly businesses that don't have to pay for the sewer main. I feel that this part of the plan should be completely written out and the cost attributed to it deducted. Unless there is demand and agreement from a majority of Suburban Road and Horizon Lane property owners, and unless every property owner economically participates, this sewer main should not be considered.

10-11

11. Economic unfairness. With most of the property on Suburban Road developed, by including Suburban Road into the Airport Annexation development criteria, existing property owners will receive a windfall in that they will be able to hook to sewage for only the cost of hooking up. Existing owners with buildings on their property will receive one type of treatment (a windfall) in that they will be able to hook up to city sewer and water for no more than the cost of the hookup. The other class of property owners (those that have yet to develop) are being forced to pay for the improvements that a majority of neighboring property owners will later enjoy at no charge. They will be forced to pay for improvements in the new industrial parks that are nowhere near them and that they do not use or benefit from. This unequal treatment of the same group of property owners is extremely unfair and is not appropriate. A situation wherein a minority of the property owners is forced to pay for improvements that are enjoyed by the majority is unfair for sure and certainly something that likely be subject to court challenges if left how it is.

10-12

It is totally unfair to levy a fee to less than 25% of the property owners for improvements like a new sewer trunk when 75% of the people who would benefit will not be paying.

12. Suburban Road area unfairly and inappropriately assigned costs for Tank Farm Road. Suburban Road property owners have no connection to Tank Farm Road. Their activities on Suburban Road in no way contribute to the volume of traffic on Tank Farm Road any more so than any activities anywhere else in San Luis Obispo do.

There is no nexus between the activities on Tank Farm Road and Suburban Road; therefore, in figuring the costs to be shared among property owners, Suburban Road again should be separated from the rest of the development. The widening of Tank Farm Road is one of the major cost factors of this project, and it certainly does not apply to, is not relevant to, and is not effected by Suburban Road. Therefore, Suburban Road should not be part and parcel with those projects that are connected to direct usage and thus will benefit from the expansion of Tank Farm Road. It is totally unfair for Suburban/Horizon property owners to pay for improvements to a road that does not service them any more than it services the entire community.

10-13

13. Cost benefit analysis needed for Suburban Road area. The city's policy has been that improvements and annexations must pay their way. There is merit to this; however, in the Suburban Road portion of the Airport Annexation, I can see no cost-to-benefit relationship.

If staff's intention is to assess Suburban Road the same fees on our development that they are going to on completely undeveloped portions, we would need to see a cost benefit analysis. We need to see how fees for Suburban Road could in any way be similar to, let alone equal to, the fees for the undeveloped portions of the annexation area.

10-14

10-14
cont.

10-15

Responses to Comments by Richard W. Ferris

Response to Comment 10-1: The comment is noted. This comment pertains to the AASP and not to the EIR. This comment will be addressed as part of the hearing process for the AASP.

Response to Comment 10-2: The commenter's concerns regarding the use of raised medians are noted. However, the City has found, based on published reports and accident data, that raised medians allow for more controlled traffic movements and safer thoroughfares.

Response to Comment 10-3: The comment is noted. However, expansion of the mobile home park is not feasible because of its proximity to the San Luis Obispo County Airport and restrictions in the adopted ALUP.

Response to Comment 10-4: These comments refer to the proposed Public Facilities Financing Plan, not to the EIR itself. Although many of these comments raise appropriate fiscal issues, from both policy and technical perspectives, these are not significant environmental issues related to the EIR. As the AASP and the related infrastructure financing plan move forward for public review, opportunities to further explore these issues will be provided.

Response to Comment 10-5: The comment is noted.

Response to Comment 10-6: See the response to Comment 10-4.

Response to Comment 10-7: See the response to Comment 10-4.

Response to Comment 10-8: The comment is noted. As part of the proposed project, housing will be built in close proximity to proposed employment centers in the Margarita Area. Previous development did not adequately plan for pedestrian and bicyclist use, making it difficult for people to commute to those locations. The City's proposal to provide adequate walking and bicycling facilities is intended to correct past mistakes.

Response to Comment 10-9: See the response to Comment 10-4.

Response to Comment 10-10: See the response to Comment 10-4.

Response to Comment 10-11: The commenter's concerns regarding sewer capacity are noted. However, the proposed sewer line is needed to serve future growth and not necessarily existing uses in the area.

Response to Comment 10-12: See the response to Comment 10-4.

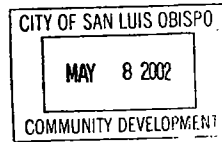
Response to Comment 10-13: See the response to Comment 10-4.

Response to Comment 10-14: See the response to Comment 10-4.

Response to Comment 10-15: See the response to Comment 10-4.

May 8, 2002

Community Development
John Mandeville, Director
SLO City Hall



Letter 11

This is a response to the Environmental Impact Report on the Airport and Margarita Specific Plans, dated January 2002.

After reading the EIR and the Airport Specific Plan, I have questions and comments pursuant to the water and waste water usage. But since more information will be added to the EIR pending a new expanded discussion on water supply, I would like to receive a summary of the discussion and changes to the EIR and then be allowed the opportunity to comment at the next meeting you will have for the EIR.

11-1

The Prado Road circulation alternatives, figure 2-11 do not show 3 important Broad Street intersections, Orcutt, Capitolio, and Industrial Way. Since Tank Farm Road exists and can easily be widened, why is there not discussion in the EIR that explains why another parallel highway needs to be built so close to the existing Tank Farm Road? Alternative one is the only other alternative that terminates in an existing and signalized intersection. Any others, including the proposed project will have to terminate in new intersections with additional time delays and turning movements, none of which are discussed in the EIR.

11-2

I question if the EIR has any reference to the 2001 SLO County Regional Transportation Draft Environmental Impact Report, especially any references that would be helpful regarding Prado Road and CA SLO 1427? I was a little confused about the cultural impacts to the known archeological site in the Margarita area by Prado Road and the wooden barn in the Airport area, neither site had much of a discussion on alternatives for "...ground disturbance associated with infrastructure development and construction of new structures, roads and underground utilities..." I would also like to request the additional EIR information coming forth regarding the "...detailed site investigation and recommendations for the bedrock mortar area, located at the northern edge of the proposed Prado Road extension at the eastern end of the Margarita Area".

11-3

A handwritten signature in cursive script that reads "Nick Muick".

Nick Muick
3731 Orcutt Rd
San Luis Obispo, Calif. 93401

Responses to Comments by Nick Muick

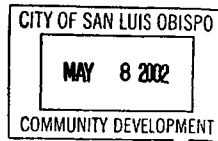
Response to Comment 11-1: The comment is noted. Also see the response to Comment 6-3.

Response to Comment 11-2: The comment is noted. Descriptions of and justifications for proposed traffic circulation and roadway improvements associated with the proposed project, as well as their effects, are provided in Section 3D, “Traffic and Circulation.” Also, see the response to Comment 17-4.

Response to Comment 11-3: The comment is noted. The text on page 3I-9 describes the potentially significant impacts associated with future development either on or near this archaeological site. Construction of proposed developments could require ground-disturbing activities, such as grading. The discussion states that any development requiring such activities on or adjacent to this site would likely result in a significant impact. Mitigation is proposed to reduce the significance of the impact.

May 8, 2022

John Mandeville and Planning Commissioners
990 Palm City of San Luis Obispo, Cal 93401



Letter 12

To all, this is in regards to the discussion tonight on the Airport Area Specific Plan and the environmental report. First question I have is how do you even discuss this specific plan when the environmental report that is to accompany it is mixed into a report that encompasses another specific plan, plus the cities new master plans for water, wastewater and storm drains? How do you separate out the AASP information from the other two subject areas?

There needs to be three Environmental Impact Reports. It is not easy to find specific information on subjects I was researching in this report. This EIR should be project specific and not shared with other projects. It is a very confusing document for the average citizen to figure out. One needs to have the 2 other specific plans handy for referencing. I could not find a copy of the related facilities master plans. The master plans for the water, wastewater and storm drain systems are so significant and encompass existing areas all ready in the city, give them a separate EIR.

An environmental impact report should be project specific. It should also be easy and reasonable to understand. It is unclear as to how this document should be used. The title is even overwhelming: The Draft Environmental Impact Report for the Airport Area and the Margarita Area Specific Plans and Related Facilities Master Plans.

The Airport Area Specific Plan constitutes a project under the California Environmental Quality Act and must be evaluated for its potential to create adverse effects on the environment. The Margarita Area Specific Plan constitutes a project under the same act and requires the same environmental consideration, and so on with every specific plan. Each should have an individual EIR regardless of master plan coordination, or infrastructure master plans or comprehensive and integrated analysis of impacts because, in reality, all plans meet that same rationale.

It is even more confusing when the Airport Area Specific Plan says: "To keep the specific plan as concise as possible, much of the environmental data has not been included in this plan document. For additional information relating to the environmental foundation of the Plan, one should refer to the Airport Area and Margarita Area EIR, Jan 2002." (pg 1-2, 1-3 AASP) A lot of information is lost with all this omission and cross referencing.

Sincerely,

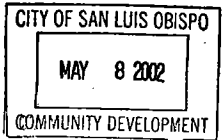
A handwritten signature in cursive script that reads "Dan McKeown". The signature is written in black ink and is positioned below the typed name "Dan McKeown".

12-1

Responses to Comment by Member of the Public (D. M.)

Response to Comment 12-1: The comment is noted. The project that is proposed is the adoption of the AASP, the MASP, and related facilities master plans. As the lead agency under CEQA, the City has chosen to evaluate these plans as one project. Evaluation of these plans as one project within the EIR is in accordance with CEQA's definition of what a project may entail (State CEQA Guidelines, Section 15378[a]). The lead agency has discretion to prepare one EIR that addresses the environmental impacts of all the plans (Public Resources Code, Section 21157[a],[c]). With regard to the environmental impacts of the AASP, the plan correctly references the EIR; the scope of the specific plan does not include environmental analysis of its own provisions.

DEPARTMENT OF TRANSPORTATION
50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-6415
TELEPHONE: (805) 649-3111
TDD (805) 549-3259
<http://www.dot.ca.gov/dlst05>



June 14, 2000

May 8, 2002

City Planning Commission

Letter 13

5-SLO-227/101-var
Airport Area/Margarita
Specific Plan (NOP)
SCH #2000051062

Dear Commissioners,

I am concerned with the Environmental Impact Report before you tonight because there is very little discussion on the impacts of Prado Road. There is very little discussion on how Cal Trans has evaluated this road. There is very little discussion relating to the attached letter from Cal Trans. Alot has changed since even this letter was sent to the city. I do believe that Mr. Newland has changed positions within the Cal Trans organization.

Prado Road is the largest road in the entire 1400 acres under environmental study. I could not find any significant mitigation measures to reduce air quality impacts that will occur with this road. I also think there should be discussion as to how the noise impacts will be addressed and how the city and Cal Trans plan to slow down hwy traffic that comes near the ball fields just before having to stop at the intersection of Broad and Prado Road.

The road design goes right passed the sports complex and is curvy plus elevated and trucks will sorta be going downhill into that intersection at Broad Street.

Thank you for addressing my concerns over Prado Road.

13-1

Mr. John Mandeville
City of San Luis Obispo
Community Development Department
990 Palm Street
San Luis Obispo, CA 93401

Dear Mr. Mandeville:

Caltrans District 5 staff has reviewed the above-referenced document. The following comments were generated as a result of the review:

1. The traffic consultant for this project should provide District 5 staff with a scope of work to be reviewed and commented on prior to beginning this study. Be advised that there now exist adopted traffic impact study guidelines for State Highways that the consultant can follow. However, these guidelines are generic in nature and may include objectives that are not applicable within the document's study area. Therefore, it is strongly advised that some scoping take place.

I hope this letter gives your agency a better understanding of Caltrans concerns with respect to this proposal. Should you have further questions about this letter please contact me at (805) 549-3683. Thank you for the opportunity to comment.

Sincerely,

Larry Newland
District 5
Intergovernmental Review Coordinator

Jeanne Anderson

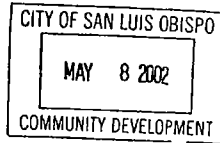
Response to Comment by Jeanne Anderson

Response to Comment 13-1: The draft EIR evaluates, on a program level, the air quality and noise impacts associated with the AASP, the MASP, and the related facilities master plans, including proposed improvements to the roadway system (such as the Prado Road extension). Both construction- and anticipated operation-related impacts are disclosed at a program level in the draft EIR. Subsequent projects associated with implementation of the AASP, MASP, or related facilities master plans (such as the roadway extension) would be further evaluated on a project-by-project basis.

The California Department of Transportation (Caltrans) has no immediate plans to own, control, or operate Prado Road, although at some time in the future it may become a part of the state system.

May 8, 2002

City of SLO
%John Mandeville
990 Palm St
SLO, Calif 93401



Letter 14

Regarding: Draft Environmental Impact Report for the Airport Area and Margarita Area Specific Plans and Related Facilities Master Plans.

I have the following concerns with the above document:

(1) How come Class II, instead of Class I bike lanes on a Prado Road (truck route Hwy 227)? Where is there discussion on the EIR addressing safety impacts, traffic impacts, air quality impacts, ect., for the bike riders and their children? The EIR does not adequately address mitigation measures for impacts to bike riders (and all nonmotorized mobility that is being encouraged - page 3D-22, regarding CEQA - Criteria for Determining Significance, bullet 4, "...pedestrian and bicycle demand would be created without provision of adequate and appropriate facilities for safe, nonmotorized mobility"). If your going to build it, build it right!

14-1

(2) Where is the discussion on the underpasses/overpasses along the bike routes? Where are the discussions about the creek crossings and impacts from the bike routes?

14-2

(3) Page 3D-1 figure, Primary Circulation System is not accurate. It is in direct conflict with the City imposed circulation changes to the Orcutt area specific plan (Public Review Draft) which depicts Bullock Lane not connecting to Tank Farm Road. Either the EIR needs to be changed or the OASP. If the EIR based it's findings on Bullock Lane going through to Tank Farm Road that should be reevaluated in the EIR so the findings are valid. It is a confusing issue as the General Plan shows the alignment going through to Tank Farm Road , yet city staff imposed approval for the closing of Bullock Lane in the OASP. Someone should clarify this misleading issue.

14-3

Sincerely,

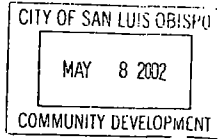
A handwritten signature in cursive script that reads "Jeanne Anderson".

Responses to Comments by Jeanne Anderson

Response to Comment 14-1: The comment is noted. Bicycle routes proposed for Prado Road originate from the City's Bicycle Transportation Plan. Only a revision to this plan would allow for a change from Class II to Class I bicycle routes on Prado Road. Such a revision is not a part of the proposed project. Impacts on bicyclists are discussed under Impact T-1, on page 3D-30 of the draft EIR. This discussion provides specific guidelines that must be implemented during the design phase of proposed roadway improvements that would affect bicycle transit in the project area.

Response to Comment 14-2: The comment is noted. Bicycle facilities are discussed on pages 3D-13 and 3D-14 and shown, conceptually, in Figure 3D-6. Impacts of the proposed project, including bicycle facilities, on biological resources, are discussed in Section 3C, "Biological Resources." As specific facilities, including the bicycle overpass, underpass, and creek crossing, are designed, a study of each specific project's individual impacts will be required. These studies will identify additional mitigation measures, if needed.

Response to Comment 14-3: The comment is noted. Figure 3D-1 depicts the City's currently adopted General Plan Circulation Element. Changes to the Circulation Element can occur only via specific City Council action. Therefore, any Circulation Element changes regarding the Orcutt Area would occur only when the City Council adopts the Orcutt Area Specific Plan. Adoption of this plan would involve a simultaneous amendment to the Circulation Element to reflect the roadway network shown in the plan.



May 7, 2002

Regarding the draft environmental impact report for the Margarita Area and the Airport Area Specific Plans

Letter 15

My comments regarding the impact report are:

1. page 3D-14, truck routes

There is no reasoning or discussions about the heavy truck traffic that is planned to travel through residential homes, ball fields, parks, and businesses planned for the Margarita area. There is no explanation for encouraging gas trucks to come through neighborhoods. I know we have them in other places in town but we are building a new part of town and we should know better than to repeat past errors. There is no explanation of the safety issues or how much more noise the truck route will create. The whole part about this hwy road is very small in the report and that does not seem right considering how big the road will be.

15-1

I also wanted to find out more about the new intersection and the new signal light that will be needed for this road. I think your report should have more talk about it and that needs to be from the people in charge, like Cal Trans. I could not find any comments from Cal Trans. Did anyone talk with them and let them study this and put their comments in the report?

15-2

Looking at the road coming through by the mountain seems like it would ruin some of the hillside. I could not find where the report discussed the plants on the hills or whether cutting into the mountain would cause drainage or slippage problems. Also how will the oils and other pollutants from the hwy traffic be addressed or will all that just run into the creeks?

15-3

Sincerely

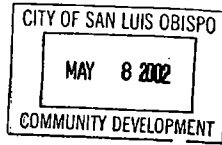
Stella Koch

Responses to Comments by Stella Koch

Response to Comment 15-1: Figure 3D-7 identifies truck routes in the project area. Page 3D-14 indicates that proposed truck routes would be limited to major arterial roadways; truck routes would not be located on minor streets fronting residences or parks. Noise impacts resulting from traffic, including truck traffic, are analyzed in Section 3F, “Noise.”

Response to Comment 15-2: The comment is noted. The City initiated coordination with Caltrans during the publication and circulation of the NOP for the proposed project. Caltrans did not provide comments on the draft EIR. The City will continue its coordination with Caltrans as necessary and in accordance with CEQA.

Response to Comment 15-3: The comment is noted. Environmental impacts on plants, drainage, and water quality are discussed in Section 3B, “Hydrology and Water Quality,” and Section 3C, “Biological Resources.”



John Mandeville
City Planning
SLO, Cal 93401

Letter 16

Dear Sir,

I am writing this after reading a little bit of the Environmental Report for the Margarita and the Airport Area.

I do believe you wanted public response. I do have some things.

Following page 3D-14, figure 3D-6 uses a city map that has a 1993 date on it. That is outdated yet the map shows Prado Road with the new alignment that was changed in year 2000. Who changed the alignment on the 1993 map? Hopefully, the report did not base a lot of discussion on this map with problems.

16-1

Following page 3D-6, figure 3D-2 has outdated material used to show traffic volumes. The date on the map reads: 1996-1997 and shows existing average daily traffic volumes. That does not make sense to use such an outdated chart. Reference is made on page 3D-7 to this figure (chart) 3D-2 and says:

Table 3D-2 presents the existing pm peak hour service levels at intersections in the vicinity of the study area. All of the signalized study intersections are operating at LOS C or better. The unsignalized study intersections operate at LOS B or better under the measure of overall intersection average delay. Some individual movements, however, operate at LOS D, LOS E, or LOS F as shown in Table 3D-2.

16-2

Table or figure 3D-2 was dated 1996-1997. This environmental report is for 2002. I do not think the paragraph on page 3D-7 can be correct based on a table dated 1996-1997.

16-3

On page 3D-4, under Regional Setting, I am confused as to why there is no separate discussion on the Airport and Margarita areas. Using interconnectivity as the excuse is not correct because all road ways interconnect. Interconnectivity is not a reasonable excuse for not having separate discussions. The road ways are a very important part of the new developments. The Airport and Margarita areas cover 1400 acres according to the description page. That is huge and the road discussions are not adequate. Discussion needs to go beyond just describing them.

16-4

Thanks,

Responses to Comments by Judith Jennings

Response to Comment 16-1: The figure has been updated, as shown in Volume II of this final EIR.

Response to Comment 16-2: See the response to Comment 2-6.

Response to Comment 16-3: See the response to Comment 2-6.

Response to Comment 16-4: The comment is noted. As discussed on page 3D-4, traffic and circulation in the project area is contiguous. As such, a combined description of the traffic and roadway network under the “Setting” section is appropriate. Evaluation of traffic impacts in this context is also appropriate. Furthermore, combining the discussion of traffic and circulation does not preclude a complete discussion of traffic or circulation issues in each specific plan area; rather, it ensures that all traffic impacts generated by the project components are considered in their totality and not segmented.

Airport Area Specific Plan Comments

I believe the AASP should include a review of the following changes or alternatives:

Letter 17

BOUNDARIES. Consider expanding the AASP southerly to include all properties fronting the south side of Buckley Road.

This property is easily developed and will follow the less restrictive standards of the county unless it is included within city control. The AASP is proposing creek, stormwater and highway controls in this area, however the city will have no ability to enforce its vision, control development or collect taxes unless this area is annexed.

17-1

ROADS A. Prado Rd. Consider an additional alternative to the Prado Rd. extension to Broad St.

An alternative not shown would be to extend Prado Rd. in a SE direction from the Margarita Area to connect to Tank Farm Rd. near the junction of the proposed Public Facilities zoning with the Open Space zoning (see newsletter map) and thereafter use Tank Farm Rd. as the arterial access to Broad St. This would create a wye intersection at the junction with only one conflicting traffic movement. This alternative would eliminate the need to construct approximately 1/2 mile of the Prado Rd. extension to Broad St., would create less environmental damage, would eliminate the conflicts with the Damon-Garcia sports fields and eliminate the need for an additional signalized intersection on Broad St. Traffic movements (particularly trucks) can be better accommodated at the Tank Farm Rd. intersection with Broad than at the proposed new intersection shown on the plan. In my view this alternative is clearly superior to any of the other alternatives shown on the plan.

17-2

B. Buckley Rd. Consider that Buckley Rd. be planned as an Urban Arterial Highway from Broad to a connection with Los Osos Valley Rd. at Higuera.

There is now (and will be an increasing future need) to serve traffic between South County areas (Pismo Beach and Arroyo Grande) and North County areas (Los Osos, Morro Bay, the North Coast, Cuesta College, the Men's Colony, even Cal Poly). This traffic should have a convenient way to avoid having to drive through the City of San Luis Obispo, thus avoiding adding to the already congested downtown conditions.

17-3

I have no doubt that the Buckley Rd. corridor will eventually develop to urban uses (even if it remains in the county). Creating a high quality loop road bypass of the city will be relatively painless if standards are adopted at this time and widening is required over many years as property along the route is developed. However if the city does nothing until the area is highly congested and then attempts to widen, the conflicts and disruptions are magnified and costs are prohibitive. We have seen this over and over in SLO.

C. Arterial Road Standards. Consider that each Arterial Road have the same width along its entire length.

The plan shows a narrowing of the roadway cross-section in certain areas on both Tank Farm Road and Buckley Road from a standard of 4 traffic lanes to a standard of 2 traffic lanes. The number of vehicles traveling through the area will be the same whether the adjacent area is developed or not, therefore reducing the number of traffic lanes will lead to congestion and the eventual need to widen the road with its high environmental, disruption and financial costs.

17-4

D. Request that Caltrans conduct a study of future route desires for State Highway 227 in this area. Currently there are few people who travel Rt. 227 just because it is a state highway. However travel on this route could increase substantially if Price Canyon Road were adopted and improved as a state highway to relieve ever-increasing congestion on 101. With that scenario, Caltrans would be very concerned with the most desirable means to connect from Broad Street over to 101 (and eventually to highway 1). Should the route come in to the city as far as South Street to connect to 101, or only as far as Prado Road, or only as far as Tank Farm Road/Prado Road or only as far as Buckley Road? It is too late in the AASP process to conduct such a study at this time, but perhaps the study could be called for as a work product.

17-5

Dave Romero
Former Councilmember
Former Public Works Director/ City Engineer
Registered Civil Engineer 10070

Responses to Comments by Dave Romero

Response to Comment 17-1: The comment is noted. The City will consider revisions to its URL as part of the sphere of influence study being conducted by LAFCO and the City. Although the AASP could include land outside the URL, and does include part of this area in Alternative 3, the City would not include this much development potential within the AASP until the issue of the URL is resolved.

Response to Comment 17-2: The comment is noted. The alternative road alignments were discussed early during the public scoping process for the project and its alternatives. As a result of that process, the three project alternatives described in the draft EIR were chosen as the most appropriate. The elimination of a signal on Broad Street is part of Alternative 1, whereas the southeast direction and connection of Prado Road to Tank Farm Road is somewhat mirrored by Alternative 2.

Response to Comment 17-3: The comment is noted. The project involves connecting Buckley Road to South Higuera Street. However, traffic modeling predicts that the traffic generated by development in the Airport or Margarita Areas will not be sufficient to warrant classifying and building the road as an urban arterial. Therefore, there is no need to require right-of-way dedication or acquisition at this time.

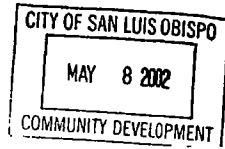
Response to Comment 17-4: A two-lane Tank Farm Road has carrying capacity sufficient to accommodate traffic needs in the area shown for open space. The lack of turning movements and side friction allows the roadway to function at acceptable levels of service. The roadway also is located along wetland and critical habitat areas, and should be designed to minimize the effects of additional right-of-way acquisitions and other effects on those areas. The two-lane configuration with bike lanes is considered the widest practicable solution in this area.

Buckley Road is no longer considered an arterial road. Given the low volumes of traffic that would be generated by the AASP and MASP, the City now proposes that Buckley Road remain in its current configuration—only the extension (from Vachel to Higuera Street) is proposed as a new road requiring a new configuration. This segment of Buckley Road is proposed to have two travel lanes and two bicycle lanes only. See revised Figure 3D-1 in Volume II for the correct depiction of Buckley Road.

Response to Comment 17-5: The comment is noted. Caltrans has expressed no interest in Price Canyon Road as a new segment of Highway 227. Caltrans is in the process of developing a Major Investment Study for the highway from its intersection with Broad and South Streets to its intersection with Price Canyon Road. This study will determine what improvements will be needed in the long term. However, the study will not analyze alternative alignments for the highway inside the city limits.

May 8, 2002

City Planning Commission



Dear Commissioners,

I am concerned with the Environmental Impact Report before you tonight because there is very little information on the Damon-Garcia sports complex.

Pages 3H-9 and 3H-10, talk about policies specific to Recreation but never go into anything of importance regarding the sports complex. That sports complex is one of the cities leading projects.

How come there is no inclusion of this project and the impacts in this EIR?

Letter 18

18-1

Bill Wilson
1690 Southwood Dr
S.L.O. CA 93401

Response to Comment by Bill Wilson

Response to Comment 18-1: The comment is noted. The City Council reviewed and approved a Negative Declaration of Environmental Impact for the Damon-Garcia Sports Fields Project [GPA/R 44-02] on June 18, 2002, as a project separate from the proposed AASP, MASP, and related facilities master plans. The negative declaration addressed the potential environmental issues involved in developing and operating the sports fields.

Chapter 3. Responses to Oral Comments on the Draft EIR

SUMMARY OF PUBLIC HEARING COMMENTS

One public hearing was held in the City of San Luis Obispo by the City Council/Planning Commission on May 8, 2003, to receive public comments on the draft program EIR. The comments received at the public hearing include those provided by members of the public and City Council/Planning Commission members and are summarized below. The person making the comment is identified in the summary of each comment. A response to each comment is provided immediately after each comment.

Comment 1: Peter Brown, of San Luis Obispo, asked why Santa Fe Road would be jogging westward to meet up with Prado Road and why there would be a fourth parallel route, LOVR, from Higuera Street all the way to Broad Street.

Response 1: Santa Fe makes a diagonal turn to Tank Farm Road to avoid an area of native grassland in this location. As for the fourth parallel route, the EIR considered general alignments as options, looking at possible connection points.

Comment 2: Nick Muick, 3731 Orcutt Road, requested a summary of the discussion and changes to the EIR after more information is added to the EIR, pending a new expanded discussion of water supply. He also requested the opportunity to comment at the next meeting discussing the EIR.

Response 2: The comment is noted. The expanded discussion of water supply is provided in Chapter 2 of Volume I of this final EIR, “Responses to Written Comments on the Draft EIR.”

Comment 3: John French, of San Luis Obispo, stated that the EIR wasn’t what he expected, but understood why it was structured the way it was, given the large and diverse land uses and potential future projects. He expressed concern with Highway 227 and felt it wasn’t clear in the EIR what the future is for that alignment.

Response 3: The comment is noted; regarding Highway 227, the EIR considered several general alignments as options, looking at possible connection points.

Commission Comments

Comment 4: Commissioner (Commr.) Peterson noted that the AASP does not call for any residential development and questioned whether there are some areas in the Airport Area where it may be appropriate to put in some housing.

Response 4: The only designation for housing in the proposed plan is an existing mobile home park. The ALUC, which has authority in this area, would be adamantly opposed to residential development in the area.

Comment 5: Chairperson Loh expressed concern about the EIR and asked why there cannot be any residential uses in the entire Airport Area.

Response 5: The only designation for housing in the proposed plan is an existing mobile home park. The ALUC, which has authority in this area, would be adamantly opposed to residential development in the area.

Comment 6: Commr. Caruso suggested that there be a map of the petroleum hydrocarbon contamination in the EIR or specific plan. He asked if it was anything that is above an undetectable level, or whether this a certain concentration of total petroleum hydrocarbons (TPH).

Response 6: Steve Hammond, of Wallace, Roberts & Todd, Inc., referred to Figure 4.3 in the specific plan and explained that the two shades of gray on the map represent different concentrations of TPH in the soil.

Comment 7: Commr. Peterson expressed concern about protecting open space along Buckley Road with this plan and felt that the City would annex the Airport Area as shown on the map. He suggested annexing all around the airport. He asked if there were some way the City could annex the airport.

Response 7: There is an alternative in the EIR that proposes extending land use designations down to Buckley Road, with the idea that there be a hard line for the greenbelt a little farther out than presently shown in the City's general plan. The LAFCO would likely oppose an island of unincorporated land, and the airport is owned by the County and operated by a department of the County, so annexation by the City would not change its operations.

Comment 8: Commr. Peterson asked if the landowners south of Buckley Road were asked about their interest in annexing.

Response 8: City staff spoke with the owners several years ago, when this effort began, and they were not interested in annexing, although the City's Natural Resources Manager had more recently contacted some owners concerning open space easements and drainage detentions.

Comment 9: Vice-Chair Osborne asked if the City could require Unocal to clean up its contamination.

Response 9: The responsibility for cleaning up the contamination is ultimately decided by the Regional Water Quality Control Board.

Comment 10: Vice-Chair Osborne questioned whether the characterization of this situation is that Unocal got away with it.

Response 10: No, there is some contamination there, and Unocal is accepting responsibility for cleaning it up. The EIR and annexation are not the proper vehicles to attempt to remediate the contamination, and there are laws and regulatory requirements to which Unocal is subject.

Comment 11: Commr. Caruso asked why the areas down Tank Farm Road to the west are not shown in the EIR.

Response 11: Mr. Hammond replied this area is outside the specific plan area.

Comment 12: Commr. Boswell asked about the storm drainage improvements and questioned whether the majority of these improvements would be paid for as development occurs in this area. He asked about detaining stormwater on each development site.

Response 12: Subsequent to this Planning Commission CEQA hearing, the project description was modified to delete the regional storm drainage system as originally proposed. See Volume II for the incorporated revisions.

Comment 13: Commr. Peterson commented on regional basins versus individual basins and felt that regional basins allow for better planning because individual basins require more land area from every site.

Response 13: See the response to oral comment 12.

Comment 14: Commr. Boswell recommended that some additional discussion on the flood management issue be added to address generation of stormwater or to minimize stormwater on site. He commented that there is an inconsistency in the specific plan between what the City is striving to achieve in compact urban form and what it is actually specifying for onsite

development. He suggested moving Figure 2-1 (the area map) up to the front or to the inside cover.

Response 14: The suggestion for the format change is noted. Subsequent to this Planning Commission CEQA hearing, the project description was modified to delete the regional storm drainage system as originally proposed. See Volume II for the incorporated revisions.

Comment 15: Chairwoman Loh questioned why the Wastewater Master Plan Update for the AASP would make the City's wastewater collection system more efficient.

Response 15: John Moss, Utilities Director, noted that there are three sewage-pumping stations that currently serve the Broad Street area; this system is inefficient. What is proposed, and what has been a city plan for wastewater systems, is to run a new sewer line and construct a single lift station on Tank Farm Road, which would create a more direct route to the treatment plant.

Comment 16: Chairwoman Loh asked whether there is a map showing the different flight paths.

Response 16: The different flight paths are reflected in the County ALUP designations, shown on Figure 3A-1.

Comment 17: Chairwoman Loh asked whether the ALUC is a standing committee or an ad-hoc committee.

Response 17: The ALUC is an independent, permanent commission.

Comment 18: Commr. Boswell questioned whether the ALUC is expected to process some general plan amendments with this specific plan when it comes back.

Response 18: Yes, some changes will be needed.

Comment 19: Vice-Chair Osborne commented on the circulation issue, with LOVR extending through the Airport Area, and on the growth-inducing aspects of installing the road there.

Response 19: The LOVR extension is one alternative, but is not actually part of the proposed project.