



slo

2035

LAND USE &
CIRCULATION
UPDATE

EXECUTIVE
SUMMARY

DRAFT
PROGRAM EIR

JUNE 2014

SCH # 2013121019

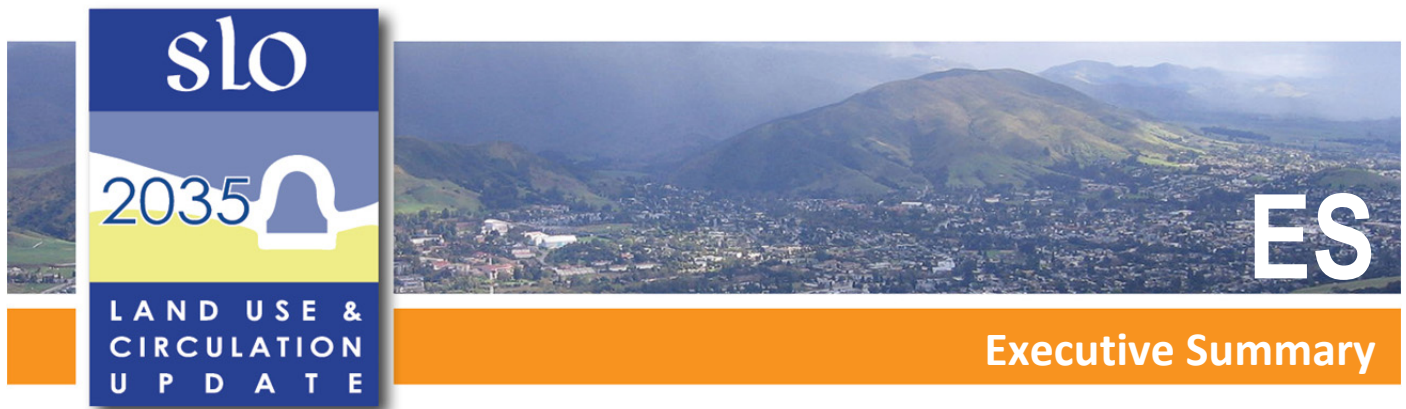




The work upon which this publication is based was funded in whole or in part through a grant awarded by the Strategic Growth Council. The statements and conclusions in this report are those of the City of San Luis Obispo and not necessarily those of the Strategic Growth Council or of the Department of Conservation, or its employees. The Strategic Growth Council and the Department make no warranties, expressed or implied, and assume no liability for the information contained in this report.



All paper used in this document is made from 100% post-consumer recycled content.



This section summarizes the characteristics of the proposed LUCE Update, alternatives considered in this EIR, environmental impacts associated with the proposed project, recommended mitigation measures, and the level of significance of project impacts after mitigation.

ES-1.1. Project Description

The LUCE Update Project (the “Project” or “proposed Update Project”) provides proposed changes to the City’s existing Land Use Element and Circulation Elements of the General Plan (last updated in 1994). It is the intent of the proposed Project to establish and implement a refined set of goals, policies, and programs for regulating development in the city, guiding the land use decision-making process, balance population growth with infrastructure availability, and provide a true multimodal transportation system that will guide the community over the next 20 years.

The LUCE Update reflects extensive efforts and input from community surveys, workshops and open houses, advisory bodies, the Task Force for the Land Use and Circulation Element Update (TF-LUCE), City staff, consultants, the Planning Commission, and City Council. Based on direction from the City Council that the Update Project primarily address infill opportunities, changes in legislation, and the need to update existing policy direction to reflect current values and requirements, the LUCE Update focuses on updated policy language and several areas of the City where “physical” land use changes are proposed. The proposed physical land use changes would apply only to specified areas that over the next 20 years may have the potential to accommodate changes in the land use type or intensity or are in need of circulation and infrastructure improvements. From a policy aspect, the LUCE Update proposes changes to existing policy and program language, and new policies and programs where needed to enhance the two Elements or cover items not previously addressed. The policies and programs included in the LUCE Update are intended to:

- Address notable policy gaps that have been identified over time in the existing LUCE;
- Provide new policy direction to address issues raised during the proposed Project’s public participation process;
- Respond to changes in state law;
- Address topics or items that the City committed to addressing as part of the Sustainable Communities grant that provided funding for the Update Project; and
- Address inconsistencies between the proposed project and the Airport Land Use Plan for San Luis Obispo County Regional Airport.

The Land Use Element Update proposes to “preserve and enhance” existing conditions in most areas of the city. The physical changes proposed by the Land Use Element Update are for the most part limited to changes in land use type or intensity in specific areas. These changes include proposed mixed use redevelopment of some sites, the infill of underutilized locations, and four sites that will require modified or new specific plans to addresses development parameters such as the location and types of land uses, infrastructure needs, and designs to address environmental constraints. These four sites include: Potential modification of the Margarita Area Specific Plan to allow increased residential densities; and new specific plans for the San Luis Ranch (formerly known as the Dalidio site), the Madonna property at Los Osos Valley Road (LOVR), and the Avila Ranch. Policy direction was also refined relative to a set of “Special Planning Areas” (Section 8.3.3 in the proposed Land Use Element Update) throughout the City. This policy

Draft LUCE Program EIR

guidance provides statements regarding the City’s expectations for these sites of new development, redevelopment, and infill opportunities.

The following table lists each of the original 19 proposed “physical alternative” locations, identifies the sites dropped from further consideration, the sites where no physical changes are proposed, and describes the type of development that could occur at the proposed development sites. Throughout the Land Use Element Update process the 19 proposed “physical alternative” sites were identified by the letters A through S.

Site Letter	Site Description	Capacity			
		Units	Population	Non-Residential Sq. Ft.	Employment
A	Nativity Church Site Removed from consideration.	--	--	--	--
B	Foothill @ Santa Rosa Area Consider mixed use for the area on both sides of Foothill between Chorro and Santa Rosa. Consider both horizontal and vertical mixed use. Emphasis on retail and housing. Policies to support consideration of parking and height changes to facilitate mixed use.	80	183	-1,184	-3
C	Pacheco Elementary Site Removed from consideration.	--	--	--	--
D	Diocese Site near Bressi Pl. & Broad St. Removed from consideration.	--	--	--	--
E	Upper Monterey Area No physical land use changes proposed.	No land use changes proposed	No land use changes proposed	No land use changes proposed	No land use changes proposed
F	Downtown Area No physical land use changes proposed.	No land use changes proposed	No land use changes proposed	No land use changes proposed	No land use changes proposed
G	Mid-Higuera Area No physical land use changes proposed.	No land use changes proposed	No land use changes proposed	No land use changes proposed	No land use changes proposed
H	Caltrans Site Mixed use to include tourist commercial, office and some residential. Site may be appropriate to review height limit changes to accommodate desired development. Consider more public open space uses to serve as gateway and uses compatible with conference facilities.	53	121	101,943	185
I	General Hospital Site Residential development on the site behind existing structure within the existing Urban Reserve Line. Outside the Urban Reserve Line, retain the current designation of Open Space. Policies should support flexibility so that a range of residential uses can be considered (i.e. residential care, adjunct to transitional care use, other residential uses consistent with area) within the residential land use designations.	41	94	48,788	89

Site Letter	Site Description	Capacity			
		Units	Population	Non-Residential Sq. Ft.	Employment
J	Broad Street Area Incorporate physical alternative described in South Broad Street Area Plan endorsed on September 17, 2013 by City Council (Council Resolution 10460).	589	1,349	229,068	416
K	Sunset Drive-In/Prado Road Site Consideration of mixed use. Develop policies to address appropriate mix of uses. Policy discussion should address historic nature of Sunset Drive in and ensure the site is able to accommodate Homeless Services center. Provide bike connections as called for in bicycle transportation plan.	0	0	483,668	879
L	San Luis Ranch Specific Plan Area Consideration of a mix of uses with a substantial open space/agriculture component. Residential uses to be consistent with applicable airport policies.	500	1,145	470,000	855
M	Pacific Beach Site Policy development to support consideration of Commercial Retail/mixed use fronting LOVR and Froom Ranch and park to serve neighborhood.	38	87	-37,352	-68
N	Calle Joaquin Auto Sales Area Consideration of mixed use in the context with the Dalidio property and the City's agricultural parcel and focus on connectivity to the neighborhoods to the north. Develop policies to address appropriate mix of uses.	0	0	200,066	364
O	Madonna Specific Plan Area Future development to consider viewsheds, hillside and open space protection, height limits, wetland protection, access to other connections, historic farm buildings, mixed use to accommodate workforce housing, and neighborhood commercial type uses.	115	263	336,170	611
P	LOVR Creekside Area Consideration of medium high density residential infill housing with open space.	159	364	0	0
Q	Margarita Specific Plan Policy to support consideration of changes to the previously approved Specific Plan to allow increased density on eastern portion of specific plan site.	No land use changes proposed	No land use changes proposed	No land use changes proposed	No land use changes proposed
R	Broad St. @ Tank Farm Rd. Site Consideration of a mix of commercial uses with limited residential on upper floors. Commercial uses should serve the surrounding businesses and bicycle and pedestrian connectivity must be addressed.	41	94	135,906	247

Site Letter	Site Description	Capacity			
		Units	Population	Non-Residential Sq. Ft.	Employment
S	Avila Ranch Specific Plan Area Consider a mix of residential densities, connections to shops to the north, connection to S. Higuera and a mix of uses. Respect creek/wildlife corridor.	700	1,603	25,000	45

The policy and program updates proposed in the Airport Chapter of the Land Use Element reflect airport safety, noise, height and overflight considerations consistent with the purposes of the State Aeronautics Act. Policies, programs, and Zoning Code implementation have been drafted to create an Airport Overlay Zone to codify airport compatibility criteria for areas subject to airport influence consistent with the requirements of Cal. Pub. Utilities Code Section 21670, et. seq, the California Airport Land Use Planning Handbook, and other related federal and state requirements relating to airport land use compatibility planning. These include allowable uses and development standards such as density and intensity limitations, identification of prohibited uses, infill development, height limitations, and other hazards to flight, noise insulation, buyer awareness measures, airspace protection, nonconforming uses and reconstruction, and the process for airport compatibility criteria reviews by the City.

The Circulation Element Update describes how the City plans to provide for the transportation of people and materials within San Luis Obispo with connections to other areas in San Luis Obispo County and beyond. The Circulation Element Update recognizes the implications of land use policy on all modes of movement, and establishes policies, standards, and implementation measures that work with the Land Use Element to address both existing and potential circulation opportunities and deficiencies. But beyond addressing changes in land use, the Circulation Element Update also looks at the circulation system of the community as a whole. Introducing the concept of “complete streets”, the update looks to integrate and enhance all types of circulation in order to create a more comprehensive and functional circulation system.

The proposed Circulation Element provides policy language to address a variety of circulation-related issues, including: traffic reduction; transit; encouraging the use of bicycles and walking; traffic management; future street network changes; truck, air and rail transportation; parking management in commercial areas and residential neighborhoods; and scenic roadways. A new section added to the Circulation Element addresses multi-modal transportation, or the development and maintenance of a circulation system that balances the needs of all modes of travel.

The table below lists the 17 proposed “physical alternative” street network modifications identified by the Circulation Element Update public participation and Element preparation process.

Site Number	Site Description
1	Boysen Ave. and Santa Rosa St. Consideration of separated crossing for bikes/pedestrians of Santa Rosa at Boysen. Consider all vehicular alternatives for Boysen intersection at SR 1 including full closure, access restrictions, and retaining its current configuration.
2	Realign Chorro St., Boysen Ave., and Board St. Consideration of realignment of Chorro and Broad and Boysen.
3	Potential Ramp Closures at Highway 101 and State Route 1 Consideration of ramp closures and consolidated SR1/Highway 101 interchange including the need for a signage/way-finding program.
4	Broad St. and Highway 101 Ramp Closures Consideration of ramp closures at Broad with the addition of bike and pedestrian overpass.
5	Convert Marsh St. and Higuera St. to Two-way (Santa Rosa St. to California Blvd.) Consideration of two way vehicular circulation of Marsh and Higuera between Santa Rosa and California.
6	Transit Center Location on Santa Rosa St. and Higuera St. Consideration of site/block of Higuera/Santa Rosa/Monterey for the transit center location and consider use of both public and private property. Consider ideas from student projects and the Downtown Concept Plan.
7	Mission Plaza "Dog Leg" Consideration of several design alternatives with varying degrees of streets affected. Analyze full closure of roadways. Develop policy direction regarding desired outcomes and nature and phasing of treatment for the area.
8	Realign Bianchi Ln. and Pismo St. Consideration of realignment of street intersection (Pismo to Bianchi).
9	Realign Madonna Rd. to Bridge St Instead of Higuera St. Consider appropriate connection from Madonna to S. Higuera associated with redevelopment of Caltrans site. Potential to realign Madonna to connect with Bridge Street may better address some pedestrian and bike connections.
10	Bishop St. Extension Evaluate elimination of Bishop Street bridge over railroad tracks and consider reducing the width of Johnson Ave.
11	Victoria Ave. Connection to Emily St. Consideration of Victoria connection to Emily.
12	Broad St. – Consolidate Access Consideration of Broad Street consolidation of access points.
13	Orcutt Rd. Overpass Keep facility as part of Circulation Element. Do not consider removing facility due to concerns about increasing rail traffic.
14	Froom Rd. Connection to Oceanaire Neighborhood Provide pedestrian and bicycle connectivity only.
15	Prado Rd. Interchange vs. Overpass Evaluate both interchange and overpass
16	North-South Connection between Tank Farm Rd. and Buckley Rd. Consideration creating a north-south connection between Tank Farm and Buckley for future connectivity.
17	Buckley Rd. to LOVR Connections Consider (Buckley to Higuera connection and Higuera to LOVR behind Los Verdes - 101 bypass.

ES-1.2. Project Objectives

Land Use Element Update

For the purposes of CEQA analysis, the objectives of the Land Use Element Update are to:

1. Respond to changed conditions in San Luis Obispo.
2. Incorporate sustainable practices and policies into the Land Use Element.
3. Respond to new State planning requirements.
4. Engage the community in a reaffirmation of the community's vision and goals for the City's future.
5. Provide residential infill opportunities.
6. Maintain a healthy and attractive natural environment within a compact urban form.

Circulation Element Update

For the purposes of CEQA analysis, the objectives of the Circulation Element Update are to:

1. Encourage better transportation habits.
2. Promote alternative forms of transportation.
3. Manage traffic by limiting population growth and economic development to the rates and levels stipulated by the Land Use Element.
4. Support environmentally sound technological advancement.
5. Support a shift in modes of transportation.
6. Establish and maintain livable street corridors.
7. Support the development and maintenance of a circulation system that supports and balances the needs of all circulation modes.

ES-1.3. Summary of Impacts and Mitigation Measures

Table EX-1, at the end of this section, contains a detailed listing of the environmental impacts of the proposed project, proposed mitigation measures, and residual impacts. Impacts are categorized by classes: Class I impacts are defined as significant, unavoidable adverse impacts, which require a statement of overriding considerations pursuant to Section 15093 of the *CEQA Guidelines* if the project is approved. Class II impacts are significant adverse impacts that can be feasibly mitigated to less than significant levels and which require findings to be made under Section 15091 of the *CEQA Guidelines*. Class III impacts are adverse, but less than the identified significance thresholds.

ES-1.4. Alternatives

Section 15126.6(a) of the CEQA Guidelines states 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 of the significant effects of the project, and evaluate the comparative merits of the alternatives.”

As stated above, the development on an EIR is to include consideration of a “reasonable range” of alternatives to foster informed decision-making and public participation.

CEQA requires the EIR to identify feasible alternatives to the proposed project that will avoid, or at least lessen, significant impacts associated with the project. CEQA defines “feasible” as follows:

“‘Feasible’ means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social and technological factors.”

Three alternatives to the LUCE Update project have been evaluated in this EIR. Each alternative is described below.

No Project Alternative: This alternative evaluates environmental conditions that would result if the proposed LUCE Update Project were not implemented and future development in the City was implemented consistent with the land use and policy requirements of the existing 1994 Land Use Element and Circulation Elements.

Reduced Development Alternative: This alternative evaluates environmental conditions that would result if the development capacity proposed by the Land Use Element Update were reduced by approximately 20 percent.

Maximum Circulation Improvements Alternative: This alternative evaluates the environmental conditions that would result if three additional modifications were added to the proposed LUCE Update. The three additional street network changes were options identified during the preliminary public review of potential street system changes but were not included in the proposed Circulation Element.

Environmentally Preferred Alternative: Buildout of the No Project Alternative would generally reduce the environmental impacts that would have the potential to occur if buildout of the City of San Luis Obispo was conducted in accordance with the requirements of the existing 1994 Land Use and Circulation Elements of the general plan. Implementation of the No Project Alternative, however, would not implement the beneficial policy revisions proposed by the LUCE Update. Based on the potential for the No Project Alternative to reduce environmental impacts when compared to the impacts of the proposed Project, it would be the environmentally superior alternative. The No Project alternative, however, would not implement any of the proposed projects' objectives. CEQA Guidelines Section 15126.6(e)(2) indicates that "if the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify the environmentally superior alternative among the other alternatives."

The Reduced Development Alternative would generally have reduced or similar environmental impacts when compared to the impacts of the proposed project. The Reduced Development Alternative, however, would not implement the environmental objectives of the proposed LUCE Update. A reduction in development in the proposed specific plan areas would be inconsistent with the objective to protect the environment within a compact urban form because developing the specific plan areas at densities that are substantially less than their capacity could promote additional development in other areas, such as unincorporated areas adjacent to the city. A reduction in development in the proposed special planning areas would have the potential to reduce environmental impacts, however decreased development those areas would not fully achieve the Land Use Element Update objective of promoting infill development. Reduced residential and non-residential density could be inconsistent with the implementation of State-mandated planning requirements, such as the requirements of Senate Bill (SB) 375. This bill provides a mechanism for more sustainable and efficiently-planned transportation infrastructure, reduced greenhouse gas emissions and improved compatibility with land uses. A substantial reduction in future development density may impede the attainment of requirements to provide transportation-oriented development, would not respond to this State planning requirement, and would be inconsistent with the Land Use Element objective of incorporating sustainable practices into the Land Use Element.

The Maximum Circulation Improvements Alternative would provide three street system modifications not included in the proposed Circulation Element Update. This alternative would generally result in environmental impacts that are similar to the proposed Project, but would have fewer air quality, greenhouse gas emission, and traffic impacts due to more free-flowing traffic circulation conditions. This alternative would also have the potential to result in increased cultural resource and noise impacts along portions of one of the alternative roadway system projects; however, it is likely that those impacts could be reduced to a less than significant level with the implementation of appropriate design and other mitigation measures. The Maximum Circulation Improvements Alternative would result in substantial and area-wide environmental benefits and would not impede the implementation of proposed Land Use and Circulation Element Update objectives. Therefore, the Maximum Circulation Improvements Alternative would be the environmentally superior alternative to the proposed project that fulfills the basic objectives of the proposed LUCE Update.

ES-1.5. Incorporation of Studies, Reports and Other Documents

This EIR contains references to studies, reports and other documents that were used as a basis for, or a source of, information summarized in the body of the EIR. These documents are incorporated by reference in this EIR in accordance with Section 15150 of the CEQA Guidelines. Where a study, report or document is briefly cited or referred to for convenience in the body of this EIR, the reader should consult the “References and Preparers” section of this document for the full citation. It is important to note that the bulk of the references used for this EIR are pulled forward from Appendix D, Background Report (Volume III of this EIR).

ES-1.6. Areas of Public Controversy

Pursuant to State CEQA Guidelines § 15123(b)(2), this EIR acknowledges the areas of controversy and issues to be resolved which are known to the City of San Luis Obispo or were raised during the scoping process. No areas of substantial controversy were raised in response to the Notice of Preparation that was circulated Thursday, December 5, 2013 with a required comment period originally set to end on Friday, January 10, 2014, but extended by the City until Friday, January 24, 2014. However, the City received comments letters identifying a number of issues of concern in response to the NOP and the public scoping meeting held in association with the regularly scheduled Planning Commission on Wednesday, January 8, 2014.

As a result of the publishing of the NOP and the City’s outreach to the public and regulatory agencies, the City received valuable input on the contents of the proposed EIR (please refer to Appendix E, Volume IV, of this EIR for a copy of all NOP comments received and associated responses). This includes:

Regulatory Agency Comments

APCD: General comments concerning the responsibility for future development under the LUCE Update to ensure the proper construction and operational permits are received prior to development, and the necessary environmental information is provided that will be needed for the APCD to make determinations on impacts resulting from potential future development.

CalTrans: General comments concerning the responsibility to work with the Airport Land Use Commission on the development of the LUCE Update, and the requirements to provide adequate environmental analysis for future projects within the Airport Land Use Plan area.

ALUC: Comments concerning project consistency with the ALUP, recommendations for environmental issue areas that should be addressed through the EIR process, a needs assessment for residential growth, and analysis of a limited growth EIR alternative.

Other Agencies/Offices

San Luis Obispo Chamber of Commerce: Comments concerning a need to focus on the City’s jobs/housing balance and recommendations for land use amendments to specific areas in the city related to increased residential development opportunities. This includes general comments regarding the need for increased housing. No comments on the nature of the environmental impact analysis.

Public Comments

General comments include area-specific concerns regarding various environmental issues effecting current city residents and a general concern over the existing state of the city’s environmental resources. General concern about circulation changes to the South Broad Street Area and concern regarding including impacts related to diverting collector traffic onto residential streets. Comments also include a request for a complete impact assessment of a future extension of Prado Road and an assessment of impacts relating to the Chevron Tank Farm Remediation and Redevelopment project as well as the potential Johnson Avenue development project on SLCUSD property. Comments also include general recommendations on development within the identified Specific Plan Areas.

Table ES-1. Summary of Significant and Unavoidable Impacts, Mitigation Measures and Significance After Mitigation

Impact	Mitigation Measures	Significance After Mitigation
Class I: Significant and Unavoidable Impacts		
Air Quality		
<p>Impact AQ-2 (Long-Term) Implementation of the LUCE Update would involve operation of development projects that generate long-term emissions of criteria air pollutants and ozone precursors. Implementation of the LUCE Update would not result in the exposure of sensitive receptors to substantial sources of local carbon monoxide concentrations, odors, or TACs. However, with regards to criteria air pollutants and precursors implementation of the LUCE Update would not be consistent with the assumptions contained in the most recent version of the APCD's Clean Air Plan even with the incorporation of the proposed LUCE Update policies and existing City policies. Thus, long-term air quality impacts are considered Class I, significant and unavoidable.</p>	<p>With regards to criteria air pollutants and precursors implementation of the LUCE Update would not be consistent with the assumptions contained in the most recent version of the APCD's Clean Air Plan even with the incorporation of the proposed LUCE Update policies and existing City policies. Thus, long-term air quality impacts are considered Class I, significant and unavoidable. APCD states that a Class 1 can be determined from a qualitative analysis.</p>	<p>Significant and unavoidable.</p>
Land Use		
<p>Impact LU-1 The proposed LUCE Update would have the potential to conflict with an applicable land use plan of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect. With the implementation of proposed LUCE Update policies, potential land use conflict impacts are considered to be a Class I, significant and unavoidable impact.</p>	<p>No mitigation measures have been identified to reduce potential inconsistencies with the existing ALUP to a less than significant level.</p>	<p>The proposed Project has the potential to be found inconsistent with the existing ALUP by the Airport Land Use Commission. While physical environmental impacts of safety and noise have not been identified for the LUCE update from existing or future airport operations as described in the adopted Airport Master Plan, development envisioned in the proposed Project presents a conflict with the ALUP.</p>

Impact	Mitigation Measures	Significance After Mitigation
Noise		
<p>Impact N-1 Short-Term Construction Noise Levels. Implementation of development projects under the proposed LUCE Update would involve construction that could generate noise levels that exceed applicable standards for mobile construction equipment in the City’s Noise Control Ordinance and result in temporary substantial increases in noise levels primarily from the use of heavy-duty construction equipment (see thresholds a and c). Even with the incorporation of the proposed LUCE Update policies and existing City policies, short-term construction noise levels are considered Class I, significant and unavoidable.</p>	<p>Enforcement of the Noise Element and noise control ordinance with respect to the existing practice that accommodates infill construction activity during the currently allowed hours of 7 AM to 7 PM would reduce impacts to the extent feasible.</p>	<p>With the implementation of feasible construction noise reduction measures and exemptions, construction activities could still exceed applicable standards especially if activities are near existing receptors and/or occur during the nighttime. Thus, short-term construction noise levels are considered Class I, significant and unavoidable.</p>
Traffic And Circulation		
<p>Impact CIR-1 Development and street network changes under the LUCE Update will cause roadways currently operating at LOS D or better to deteriorate to LOS E or F, in downtown San Luis Obispo, roadways operating at LOS E or better will deteriorate to LOS F, or will add additional traffic to roadways operating at LOS E (outside of downtown) or F (in downtown). This is considered a Class I, significant and unavoidable impact.</p>	<p>As future development under the LUCE Update is proposed, the City will be required to ensure consistency with the General Plan and the policies/programs listed above. As such, with the incorporation of the proposed project and adherence to proposed and existing City policies and programs discussed above, existing and proposed City policies that contribute to reducing volumes along roadways would partially mitigate this impact. However, the impact would remain potentially significant and unavoidable.</p>	<p>Implementation of proposed and existing policies would not fully mitigate the impact, so the impact would remain potentially significant and unavoidable.</p>
<p>Impact CIR-2 Development and street network changes under the LUCE Update will cause intersections currently operating at LOS D or better to deteriorate to LOS E or F, in downtown San Luis Obispo, intersections operating at LOS E or better will deteriorate to LOS F, or will add additional traffic to intersections operating at LOS E (outside of downtown) or F (in downtown). Impact is considered to be Class I, significant and unavoidable.</p>	<p>The following mitigation measures would be options to mitigate impacts for these intersections to meet the LOS standard. It should be noted that installing a signal to mitigate an LOS impact would be contingent on the intersection meeting signal warrants per the MUTCD under future year conditions. However, the decision to install a traffic signal should not be based solely upon a single warrant. Delay, congestion, driver confusion, future land use or other evidence for right of way assignment beyond that provided by stop controls must be demonstrated. The City will adhere to Caltrans’ process for intersection control evaluation.</p>	<p>Implementation of proposed and existing policies and reliance on establishment of project-specific mitigation measures where appropriate would reduce potential impacts to a less than significant level. However, many of the proposed mitigations are infeasible due to right-of-way or funding constraints. Therefore, the impact remains significant and unavoidable.</p>

Impact	Mitigation Measures	Significance After Mitigation
	<p><u>CIR-1. Grand & Slack (#8)</u> Install increased traffic control (traffic signal or roundabout).</p> <p><u>CIR-2. California & Taft (#12)</u> Install increased traffic control (traffic signal or roundabout).</p> <p><u>CIR-3. Grand & US 101 SB on-ramp (#13)</u> Install dedicated WB right-turn lane.</p> <p><u>CIR-4. San Luis & California (#55)</u> Install increased traffic control (traffic signal or roundabout).</p> <p><u>CIR-5. Higuera & Tank Farm (#85)</u> Add NB right-turn lane, WB dual right-turn lanes, two-way left-turn lane on Tank Farm between Higuera and Long.</p> <p><u>CIR-6. Broad & High (#89)</u> Install increased traffic control (traffic signal or roundabout). Augment bicycle facilities and improve transit headways on Broad Street.</p> <p><u>CIR-7 Broad & Rockview (#94)</u> Install downstream signal at Broad & Capitolio. Augment bicycle facilities and improve transit headways on Broad Street.</p> <p><u>CIR-8. Broad & Capitolio (#95)</u> Install increased traffic control (traffic signal or roundabout). Augment bicycle facilities and improve transit headways on Broad Street.</p> <p><u>CIR-9. Johnson & Orcutt (#96)</u> Install roundabout.</p> <p><u>CIR-10. Broad & Tank Farm (#98)</u> Establish time-of-day timing plans. Add SB dual left-turn lane, NB dedicated right-turn lane and WB dedicated right-turn lane. Augment Bicycle facilities and improve transit headways on Broad Street.</p> <p><u>CIR-11. Broad & Airport (#102)</u> Install TWLTL north of intersection. Augment Bicycle facilities and improve transit headways on Broad Street.</p>	
<p>Impact CIR-3 Development under the LUCE Update will increase traffic on freeway facilities. Impact is considered to be Class I, significant and unavoidable.</p>	<p>As future development under the LUCE Update is proposed, the City will be required to ensure consistency with the General Plan and the policies/programs listed above. However, with the incorporation of the Proposed Project, adherence to proposed and existing City policies and programs discussed above, and continued support of Caltrans' and SLOCOG's efforts to address demand on US 101 in the vicinity of San Luis Obispo, these mitigation measures would not mitigate the impacts and widening to 6-lanes is not feasible.</p>	<p>Given that there are no feasible mitigation measures under the City's purview apart from implementation of the Proposed Project policies and programs, or no enforceable plan or program that is sufficiently tied to the actual mitigation of the traffic impacts at issue, this impact is significant and unavoidable.</p>

Table ES-2. Summary of Significant but Mitigable Impacts, Mitigation Measures and Significance After Mitigation

Impact	Mitigation Measures	Significance After Mitigation
Class II: Significant but Mitigable Impacts		
Agricultural Resources		
<p>Impact AG-2 Future development in accordance with the LUCE Update could occur on prime farmland, unique farmland, and/or farmland of statewide importance. Buildout within the City Limits would result in Class II, significant but mitigable impacts to agricultural conversion.</p>	<p>In order to ensure that prime farmland is protected upon implementation of the proposed LUCE Update, the following LUCE Update policy edits shall be required:</p> <p><u>AG-1 1.7.1 Open Space Protection</u> Within the City's planning area and outside the urban reserve line, undeveloped land should be kept open. Prime agricultural land, productive agricultural land, and potentially productive agricultural land should/shall be protected for farming. Scenic lands, sensitive wildlife habitat, and undeveloped prime agricultural land should/shall be permanently protected as open space.</p>	<p>Implementation of proposed and existing policies and reliance on establishment of project-specific mitigation measures where appropriate would reduce potential impacts to a less than significant level.</p>
Air Quality		
<p>Impact AQ-1 (Short-Term) Implementation of the LUCE Update would involve construction of development projects that generate short-term emissions of criteria air pollutants and ozone precursors. Emissions from individual construction projects could exceed APCD's project-level significance thresholds. Thus, implementation of the LUCE Update could result in construction-generated emissions that violate or contribute substantially to an existing or projected air quality violation, contribute a cumulatively considerable net increase of criteria air pollutants for which the region is designated as non-attainment, and/or expose sensitive receptors to substantial pollutant concentrations. Adherence to relevant policies and implementation of APCD-recommended project-specific mitigation measures would reduce potential short-term impacts to a less-than-significant level. Thus, construction-generated air quality impacts are considered Class II, significant but mitigable.</p>	<p>APCD specifies construction mitigation measures designed to reduce emissions of ROG, NOx, PM10, and PM2.5 (both fugitive and exhaust). These include standard mitigation measures, best available control technology (BACT), and construction activity management plan (CAMP) and off-site mitigation for construction equipment emissions; along with short and expanded lists for fugitive dust emissions.</p> <p>The City shall ensure the implementation of the most current APCD-recommended construction mitigation measures to reduce construction-generated emissions to less-significant levels as defined by APCD.</p>	<p>Individual development would be required to undergo separate environmental review, which may result in specific impacts that require project specific mitigation consistent with the most current APCD-recommended construction mitigation measures. As stated in APCD's CEQA Air Quality Handbook, if estimated construction emissions are expected to exceed either of the APCD Quarterly Tier 2 thresholds of significance after the standard and BACT measures are accounted for, then an APCD approved CAMP and off-site mitigation would need to be implemented to reduce air quality impacts to a less-than-significant level. In addition, all fugitive dust sources shall be managed to ensure adequate control below 20% opacity as identified by Rule 401, for which compliance is required by law. Adherence to relevant policies and implementation of APCD-recommended project-specific mitigation measures would reduce potential impacts to a less-than-significant level. Thus, construction-generated air quality impacts are considered Class II, significant but mitigable.</p>

Impact	Mitigation Measures	Significance After Mitigation
Cultural Resources		
<p>Impact CR-1 Development allowed by the LUCE update could cause a substantial adverse change in the significance of a historical resource which is either listed or eligible for listing on the National Register of Historic Places, the California Register of Historic Resources, or a local register of historic resources. This impact is considered to be Class II, significant but mitigable.</p>	<p>Development facilitated by the LUCE Update could adversely affect historical resources. In order to better facilitate the protection of the city’s historical resources and reduce potential impacts to less than significant levels, the following changes to the City’s General Plan Conservation and Open Space Element policies/programs shall be required:</p> <p><u>CR-1 3.3.2 Demolitions</u> Historically or architecturally significant buildings should shall not be demolished or substantially changed in outward appearance, unless doing so is necessary to remove a threat to health and safety and other means to eliminate or reduce the threat to acceptable levels are infeasible.</p> <p><u>CR-2 3.3.5</u> Historic districts and neighborhoods. In evaluating new public or private development, the City should shall identify and protect neighborhoods or districts having historical character due to the collective effect of Contributing or Master List historic properties.</p> <p><u>CR-3 3.5.10 Southern Pacific Water Tower</u> The historic Southern Pacific Water Tower and adjoining City-owned land should shall be maintained as open space or parkland.</p>	<p>Implementation of proposed and existing policies, reliance on establishment of project-specific mitigation measures where appropriate, and incorporation of the required policy/program language changes will reduce potential impacts to a less than significant level.</p>

Impact	Mitigation Measures	Significance After Mitigation
Public Services		
<p>Impact PS-1 Buildout of the proposed Land Use Element would increase the demand for fire protection services by increasing population and the number of structures in the city. This is a Class II, potentially significant but mitigable impact.</p>	<p>The following policy shall be added to the proposed Land Use Element prior to adoption: <u>PS-1 New Policy</u> Development should shall be approved only when adequate fire suppression services and facilities are available or will be made available concurrent with development, considering the setting, type, intensity, and form of the proposed development.</p>	<p>Implementation of the proposed mitigation measure and Land Use Element policy would require the development of a new fire station in the southern portion of the city prior to or in conjunction with the development of the Avila Ranch Specific Plan. The construction and operation of a new fire station would be required to comply with applicable regulatory requirements, City development review policies and requirements, and may be subject to the implementation of additional mitigation measures identified by a project-specific environmental review. With the implementation of the proposed mitigation measure and existing development review requirements, the proposed Land Use Element Update would result in less than significant adverse physical impacts associated with the provision of new or altered facilities needed to achieve consistency with the City's fire response standard.</p>

Table ES-3. Less Than Significant Impacts, Mitigation Measures and Significance After Mitigation

Impact	Mitigation Measure	Significance After Mitigation
Class III: Less Than Significant Impacts		
Aesthetics		
<p>Impact AES-1 Development under the LUCE Update would introduce new development along viewing corridors and scenic roadways, including state scenic highways, in the San Luis Obispo area. This could have a substantial adverse effect on scenic resources or an identified visual resource or scenic vista from a public viewing area. With the incorporation of the proposed LUCE Update policies and existing City policies, potential impacts to such views are considered Class III, less than significant.</p>	None required.	Less than significant.
<p>Impact AES-2 The LUCE Update emphasizes both reuse of existing urbanized lands, infill development on vacant parcels, and new development on vacant parcels near urban areas. The development of such areas could degrade the existing visual character and its surroundings. With the incorporation of the proposed LUCE Update and existing City policies and programs, potential impacts related to existing visual character changes are considered Class III, less than significant.</p>	None required.	Less than significant.
<p>Impact AES-3 Proposed development in accordance with the LUCE Update would introduce new sources of light and glare. However, adherence to policies included in the Zoning Ordinance and Community Design Guidelines would reduce potential impacts to a Class III, less than significant, level.</p>	None required.	Less than significant.
Agricultural Resources		
<p>Impact AG-1 The LUCE Update could alter the existing land use and zoning on sites throughout the city and may result in incompatibilities with adjacent urban and agricultural uses. However, the General Plan reduces land use conflicts through policies and plan review. Therefore, impacts that would occur from development would be Class III, less than significant.</p>	None required	Less than significant.
Biological Resources		
<p>Impact BIO-1 Development under the LUCE Update has potential to impact common habitat types including non-native annual grasslands and disturbed/ruderal areas that provide habitat for common wildlife and plant species. With the incorporation of the proposed LUCE Update policies and existing governing policies, potential impacts to these common habitats are considered Class III, less than significant.</p>	None required.	Less than significant.

Impact	Mitigation Measure	Significance After Mitigation
<p>Impact BIO-2 Development consistent with the LUCE Update has potential to impact four Natural Communities of Special Concern present within the LUCE SOI Planning Subarea including Serpentine Bunchgrass, Northern Interior Cypress Stand, Central Maritime Chaparral, and Coastal and Valley Freshwater Marsh. With the incorporation of the proposed and existing City policies, and the requirements of regulatory and oversight agencies, potential impacts to sensitive habitats are considered Class III, less than significant.</p>	<p>None required.</p>	<p>Less than significant</p>
<p>Impact BIO-3 Development consistent with the LUCE Update has the potential to impact special-status plant species within the LUCE SOI Planning Subarea. With the incorporation of the proposed and existing City policies, and the requirements of regulatory and oversight agencies, potential impacts to special-status plant species are considered Class III, less than significant.</p>	<p>None required.</p>	<p>Less than significant.</p>
<p>Impact BIO-4 Development consistent with the LUCE Update has potential to impact special-status wildlife species within the LUCE SOI Planning Subarea. With the incorporation of the proposed and existing City policies, and the requirements of regulatory and oversight agencies, potential impacts to special-status wildlife species are considered Class III, less than significant.</p>	<p>None required.</p>	<p>Less than significant.</p>
<p>Impact BIO-5 Development consistent with the LUCE Update has potential to impact common wildlife species and species of local concern within the LUCE SOI Planning Subarea. With the incorporation of the proposed and existing City policies, and the requirements of regulatory and oversight agencies, potential impacts to common and species of local concern are considered Class III, less than significant.</p>	<p>None required.</p>	<p>Less than significant.</p>

Impact	Mitigation Measure	Significance After Mitigation
Cultural Resources		
<p>Impact CR-2 Development facilitated by Land Use and Circulation Element Update could adversely affect identified and previously unidentified archaeological and paleontological resources. This includes potential disturbance of human remains. General Plan policies would ensure that such impacts are addressed on a case-by-case basis. Impacts would be considered Class III, less than significant.</p>	None required.	Less than significant.
Geology and Soils		
<p>Impact GEO-1 New development under the LUCE Update could be susceptible to impacts from future seismic events, creating the potential for structural damage or health and safety risks. However, compliance with required building codes and implementation of General Plan polices would result in a Class III, less than significant impact.</p>	None required.	Less than significant.
<p>Impact GEO-2 Future seismic events could result in liquefaction of soils near San Luis Obispo Creek, Prefumo Creek and other low-lying areas. Development in these areas could be subject to liquefaction hazards. The compliance of future development projects with the California Building Code (CBC) and General Plan policies would result in Class III, less than significant impacts.</p>	None required.	Less than significant.
<p>Impact GEO-3 Development facilitated by the LUCE Update could occur on soils that have the potential to present natural hazards (expansive soils, erosive soils, and differential settlement) to structures and roadways. Development could also result in the loss of a unique geologic feature. However, compliance of future development projects with the California Building Code and adopted General Plan policies would ensure that resulting impacts are Class III, less than significant.</p>	None required.	Less than significant.
<p>Impact GEO-4 Steep slopes outside of the existing city limits present potential on- or off-site landslide hazards. In addition to human safety impacts, a landslide has the potential to damage or destroy structures, roadways and other improvements as well as to deflect and block drainage channels, causing further damage and erosion, including loss of topsoil. The compliance of future development projects with the California Building Code (CBC) and General Plan policies would result in Class III, less than significant impacts.</p>	None required.	Less than significant.

Impact	Mitigation Measure	Significance After Mitigation
Global Climate Change		
<p>Impact GCC-1 Implementation of the proposed LUCE Update could result in an increase in GHG emissions due to short-term construction and long-term operational activities associated with new housing and commercial development, resulting in a cumulatively considerable contribution to the impact of global climate change. However, because the proposed LUCE Update would be consistent with the City’s CAP and incorporates applicable CAP policies and programs that would reduce GHG emissions, this impact would be considered Class III, less than significant.</p>	None required.	Less than significant.
Hazards and Hazardous Materials		
<p>Impact HAZ-1 Development facilitated by the LUCE Update could occur near known hazardous material users or result in construction in areas with existing hazardous materials. Implementation of the LUCE Update could expose individuals to health risks due to soil/groundwater contamination or emission of hazardous materials into the air and could impact an adopted emergency response/evacuation plan. With the incorporation of the proposed LUCE Update policies and existing City policies, potential impacts are considered Class III, less than significant.</p>	None required.	Less than significant.
<p>Impact HAZ-2 Development consistent with the proposed LUCE Update could introduce incompatible residential and commercial land uses into safety zones established through the Airport Land Use Plan and may result in a safety hazard for people residing or working in these areas. Impacts would be Class III, less than significant.</p>	None required.	Less than significant.
<p>Impact HAZ-3 Development consistent with the proposed LUCE Update would introduce residential land uses into areas designated as having a Moderate or High Wildland Fire Hazard, introducing the potential to expose people or structures to a significant risk of loss and/or injury. However, compliance with existing policies and state and local regulations would reduce impacts to a Class III, less than significant level.</p>	None required.	Less than significant.
<p>Impact HAZ-4 Development facilitated by the LUCE Update could introduce sensitive receptors to additional hazards related to exposure to radiation, electromagnetic fields and hazardous trees. With the incorporation of the proposed LUCE Update policies and existing City policies, potential impacts are considered Class III, less than significant.</p>	None required.	Less than significant.

Impact	Mitigation Measure	Significance After Mitigation
<p>Impact HAZ-5 Development under the proposed LUCE Update could potentially introduce sensitive receptors to areas in direct proximity to hazardous materials transportation corridors including the Union Pacific Railroad and Highway 101 and could potentially create a public safety hazard. This is a Class III, less than significant impact.</p>	None required.	Less than significant.
Hydrology and Water Quality		
<p>Impact HWQ-1 New development under the LUCE Update within the 100-year flood plain could be subject to flooding and have the potential to impede or redirect flood flows. However, with implementation of General Plan policies and adherence to the City's Floodplain Management Regulation impacts related to flooding would be Class III, less than significant.</p>	None required.	Less than significant.
<p>Impact HWQ-2 Development facilitated by the LUCE Update has the potential to increase the amount of impervious surfaces within the city. This could result in a decrease in percolation to the Groundwater Basin, the alteration of drainage patterns and increases in the volume of surface runoff. Compliance with the City's Stormwater Management Plan (SWMP) would reduce impacts to a Class III, less than significant level.</p>	None required.	Less than significant.
<p>Impact HWQ-3 Point and non-point sources of contamination could affect water quality in San Luis Obispo Creek, Prefumo Creek as well as other surface waters and groundwater in the city. However, compliance with existing regulations and implementation of General Plan policies and the City's Stormwater Management Plan (SWMP) would result in Class III, less than significant impacts.</p>	None required.	Less than significant.
<p>Impact HWQ-4 Development facilitated by the LUCE Update has the potential to create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems, resulting in increased stormwater runoff and has the potential to result in the need for additional stormwater infrastructure. Compliance with the City's Stormwater Management Plan (SWMP), and State regulatory requirements, would reduce impacts to a Class III, less than significant.</p>	None required.	Less than significant.
Land Use		
<p>Impact LU-2 The proposed LUCE Update would have the potential to result in land use conflicts between existing and proposed land uses. With the implementation of proposed LUCE Update policies, potential land use conflict impacts are considered Class III, less than significant.</p>	None required.	Less than significant.

Impact	Mitigation Measure	Significance After Mitigation
<p>Impact LU-3 The proposed Land Use Element Update would result in conflicts with applicable habitat conservation plans or natural community conservation plans. With the implementation of proposed LUCE Update policies, potential plan and policy conflict impacts are considered Class III, less than significant.</p>	None required.	Less than significant.
<p>Impact LU-3 The proposed Circulation Element Update identifies future roadway improvements that would have the potential to result in a significant impact if the improvements would physically divide an established community. This impact is considered Class III, less than significant.</p>	None required.	Less than significant.
Noise		
<p>Impact N-2 Long-Term Roadway and Railroad Traffic Noise Levels Implementation of the proposed LUCE Update would increase traffic volumes and associated noise levels along major transportation routes. In some instances, traffic-related noise increases could be more than 3 dB, the level typically audible to the human ear and; therefore, considered a substantial increase in noise. New development associated with the proposed LUCE Update could also result in the siting of new sensitive receptors in close proximity to transportation noise sources such as the railroad, with potential to exceed the land use compatibility and transportation noise exposure standards in the existing Noise Element. However, because the City’s Noise Element contains policies and programs that would address and mitigate potential site-specific impacts for individual projects in the future, this impact would be considered Class III, less than significant.</p>	None required.	Less than significant.
<p>Impact N-3 Exposure of Noise Sensitive Receptors to Stationary Sources. Implementation of the proposed LUCE Update could increase stationary source noise levels from new development. New development associated with the proposed LUCE Update could also result in the siting of new sensitive receptors in close proximity to these source types, with potential to exceed the land use compatibility and stationary noise exposure standards in the existing Noise Element. However, because the City’s Noise Element contains policies and programs that would address and mitigate potential site-specific impacts for individual projects in the future, this impact would be considered Class III, less than significant.</p>	None required.	Less than significant.

Impact	Mitigation Measure	Significance After Mitigation
<p>Impact N-4 Airport Noise Exposure. Implementation of the proposed LUCE Update would result in the designation of noise-sensitive land uses located within or near the 55 dBA and 60 dBA noise contours of the San Luis Obispo County Regional Airport Land Use Plan. This could result in exposure of people to excessive noise levels. However, with the incorporation of the proposed LUCE Update policies that address airport noise compatibility and consistency with the adopted ALUP, this impact would be considered Class III, less than significant.</p>	None required.	Less than significant.
<p>Impact N-5 Exposure to Excessive Vibration Levels. Implementation of the proposed LUCE Update could increase exposure to vibration levels. However, because the City's ordinance contains and that these sources (existing and proposed) would be anticipated to be minor, this impact would be considered Class III, less than significant.</p>	None required.	Less than significant.
Population and Housing		
<p>Impact PH-1 The LUCE Update would not result in residential unit development or associated population growth that exceeds an adopted average annual growth rate threshold. Potential population and housing impacts are considered Class III, less than significant.</p>	None required.	Less than significant.
<p>Impact PH-2 The LUCE Update would not result in a substantial displacement of residents or existing housing units. This impact is considered Class III, less than significant.</p>	None required.	Less than significant.
Public Services		
<p>Impact PS-2 Buildout of the proposed Land Use Element Update would increase the demand for police protection services by increasing population and development in the city. This is a Class III, less than significant impact.</p>	None required.	Less than significant.
<p>Impact PS-3 Buildout of the proposed Land Use Element Update would increase enrollment in public schools by increasing the population of the city. This is a Class III, less than significant impact.</p>	None required.	Less than significant.

Impact	Mitigation Measure	Significance After Mitigation
Recreation		
<p>Impact REC-1 Buildout of the proposed LUCE Update would increase the population of the city and would facilitate the development of additional parkland. Buildout of the proposed LUCE Update would result in a small increase in total per capita parkland in the city when compared to existing conditions. Although the LUCE Update would not comply with the City’s per capita parkland standard, this would not result in a physical effect. Therefore the LUCE Update would result in a Class III, less than significant environmental impact related to the increased use of existing park and recreation facilities.</p>	<p>The proposed LUCE Update would result in less than significant recreation-related environmental impacts and no mitigation measures are required. Although the LUCE Update would result in less than significant environmental impacts related to the provision of parkland in the city, the existing condition where the City’s per capita parkland standard is not achieved would continue to exist. The City’s per capita parkland ratio goal is intended to meet the community’s desire for increased recreational opportunities, and is not considered to be a policy adopted for the purpose of avoiding or mitigating an environmental effect. Therefore the identified inconsistency is not considered to be a significant environmental impact and no mitigation is required. Recommendations to address the City’s goals for meeting the per capita parkland ratio include, but are not limited to, the following additions to the Parks and Recreation Element: Development may be required to fund or dedicate parkland greater than what is required through the Quimby Act in order to meet the community’s needs and goals for parkland. The City shall pursue a gift of Cuesta Park from the County to the City as part of the City’s parkland system.</p>	<p>Less than significant.</p>

Impact	Mitigation Measure	Significance After Mitigation
<p>Impact REC-2 Buildout of the proposed Land Use Element would potentially provide up to 52.4 acres of new park facilities in the city. The construction and use of the proposed parks would have the potential to result in significant environmental impacts. This is considered a Class III impact, less than significant.</p>	None required.	Less than significant.
Traffic and Circulation		
<p>Impact CIR-4 Development under the LUCE Update may increase traffic volumes or traffic speed in designated neighborhood traffic management areas. Impact is considered to be Class III, less than significant.</p>	As future development under the LUCE Update is proposed, the City will be required to ensure consistency with the General Plan and the policies/programs listed above. Therefore, mitigation measures are not required.	Less than significant.
<p>Impact CIR-5 Development under the LUCE Update may encourage increased heavy vehicle traffic on non-designated truck routes. Impact is considered to be Class III, less than significant.</p>	As development under the LUCE Update is proposed, the City will be required to ensure consistency with the General Plan and the policies/programs listed above. Therefore, mitigation measures are not required.	Less than significant.
<p>Impact CIR-6 Development under the LUCE Update will cause increased activity at San Luis Obispo County Regional Airport that may lead to changes in traffic volumes or traffic patterns that result in deteriorated safety conditions. Impact is considered to be Class III, less than significant.</p>	As development under the LUCE Update is proposed, the City will be required to ensure consistency with the General Plan and the policies/programs listed above. Therefore, mitigation measures are not required.	Less than significant.
<p>Impact CIR-7 Development and street network changes and adoption of the policies and programs under the LUCE Update would not conflict with adopted policies that are supportive of increased active transportation. Impact is considered to be Class III, less than significant.</p>	The LUCE Update significantly strengthens the City's policies on active transportation which will lead to reduced traffic congestion and a healthier population. Therefore, no mitigation measures are required.	Less than significant.
<p>Impact CIR-8 Development and adoption of the policies and programs under the LUCE Update would not conflict with adopted policies that are supportive of increased transit ridership and provision of services. Impact is considered to be Class III, less than significant.</p>	As future development under the LUCE Update is proposed, the City will be required to ensure consistency with the General Plan and the policies/programs listed above. Therefore, mitigation measures are not required.	Less than significant.

Impact	Mitigation Measure	Significance After Mitigation
Utilities and Service Systems		
<p>Impact USS-1 New development that could occur as a result of the proposed LUCE Update would increase existing water demand. This is a Class III, less than significant impact.</p>	None required.	Less than significant.
<p>Impact USS-2 New development that could occur as a result of the LUCE Update would generate wastewater flows that exceed the existing capacity of the City’s Water Resource Recovery Facility. This is a Class III, less than significant impact.</p>	None required.	Less than significant.
<p>Impact USS-3 New development that could be facilitated by the LUCE Update would require the construction of new water and wastewater infrastructure or the replacement of existing infrastructure. The construction or replacement of infrastructure has the potential to result in significant environmental effects. This is a Class III, less than significant impact.</p>	None required.	Less than significant.
<p>Impact USS-4 New development that could be facilitated by the LUCE Update would increase the demand for solid waste disposal at county landfills. Potential new development would also comply with applicable regulations related to the management of solid waste. As such, solid waste disposal impacts of the LUCE Update are Class III, less than significant impact.</p>	None required.	Less than significant.



To access the complete Public Draft document set, please go to www.slo2035.com

The website provides access to the following:

- Volume I Draft Program EIR
- Volume II Elements and Plans
Includes draft Land Use and Circulation Elements (LUCE)
- Volume III Background Report (existing conditions)
- Volume IV EIR Technical Studies
NOP, Airport Land Use Compatibility Report, Air Quality, Greenhouse Gases,
Water Supply Assessment, Noise Modeling
- Volume V Circulation Assessment



City of San Luis Obispo
General Plan Update
www.SLO2035.com

